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DEC

## TWENTY-FIFTH REPORT

OF THE

CORPORATION COMMISSION

FOR THE

BIENNIAL PERIOD, 1929-1930

COMPILATIONS FROM RAILROAD RETURNS ARE FOR  
YEARS ENDING DECEMBER 31, 1928 AND 1929



STATE OF NORTH CAROLINA  
CORPORATION COMMISSION

---

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STANLEY WINBORNE

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*State Bank Examiners*

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## LETTER OF TRANSMITTAL

RALEIGH, SEPTEMBER 2, 1930.

*To His Excellency, O. MAX GARDNER,  
Governor of North Carolina.*

SIR:—The Corporation Commission has the honor to make its biennial report for the thirty-eighth and thirty-ninth years of its operation.

### RAILROADS

The effect of motor vehicle transportation is being felt by the railroads, as evidenced by the fact that most of their petitions to this Commission assign it as the principal reason for action. This is the reason usually given, coupled more recently with that of general business depression, in applications for permission to close agency stations and make them prepay points. Quite a number of agency stations have been discontinued during the period covered by this report. It is apparent that motor vehicle competition is affecting seriously the operation of short line railroads, notwithstanding the fact that it is the policy of our Commission to extend to them very liberal treatment in the matter of rates. One of these short line railroads, the Kinston Carolina Railroad, a subsidiary of the Norfolk Southern Railroad, extending from Kinston to Beulaville, a distance of twenty-nine miles, was abandoned. Other short line railways are struggling for existence. While some of them have actually started abandonment proceedings, others are understood to be contemplating such action.

There has been little change in mileage operated by railroads in this State during the past two years, 4,995.06 miles having been operated during the year 1928, and 4,989.49 miles of road in 1929. The total investment reported by the companies in 1929 was \$306,566,548.22, represented by capital stock of \$110,956,768.37 and funded debt of \$165,263,758.73. The operating revenue in 1928 was \$80,520,179.91, which, in 1929, decreased to \$78,749,654.02. Of the above revenue, in 1928 the passenger revenue was \$13,425,109.65 and in 1929 it decreased to \$13,331,261.91.

### FREIGHT RATES

Within the last few years the freight rate structure of the Nation has undergone great change. In former times, group, or



blanket, rates, particularly for long distances, were common and, in fact, generally in use; while the more recent rule has been mileage rates almost exclusively. The Interstate Commerce Commission, after investigation, caused to be put in force in the whole South, east of the Mississippi, on January 15, 1928, interstate mileage class rates, which that Commission declared reasonable also for intrastate application within each of the states. Following this action, many of the state commissions adopted the scale. This Commission did not adopt the new and higher scale for the reason that it felt that on account of our proximity to Official Territory, where lower rates generally are in force, the application of these rates in this State would not only be unfair to our shipping interests, but would compel the use of motor trucks. However, the Interstate Commerce Commission, in the Virginia State Corporation Commission's case, known as I. C. C. Docket No. 16321, held that our intrastate rates were discriminatory against the new interstate mileage rates between Virginia and North Carolina points and ordered our intrastate rates raised to the interstate level. After consultation with you and representative groups of shippers of the State, including the best legal talent, our Commission petitioned the Interstate Commerce Commission to set aside its order and allow this Commission to proceed in the regular way to put the new mileage rates into effect. The petition was granted. The case was handled in this way in order that our own State might retain its jurisdiction in purely intrastate rate matters. The new class rates are governed by Southern Classification in connection with Exceptions "A" and "B" thereto, instead of as formerly by North Carolina exceptions ordered by this Commission. A number of the more important items formerly in our Exception Sheet were brought forward as commodity rates, thus preventing what would otherwise have been a radical change in the rates affected.

*Log Rates:* The carriers have filed with this Commission an application for revision of rates on logs and investigation indicates that this may prove important to our wood-working manufacturers.

#### CASES BEFORE INTERSTATE COMMERCE COMMISSION

*North Carolina Rate Case, I. C. C. 21665:* This case, referred to in previous report, was brought by this Commission upon recommendation of the Transportation Advisory Commission. The first hearing on the complaint was held in Raleigh in January, 1930, at which time we introduced evidence. Upon request of the carriers, based upon the argument that our testimony and exhibits



were of such volume that they would require considerable time for study, the Interstate Commerce Commission adjourned the hearing to a later date. A further hearing was held in July, 1930, at which the carriers presented evidence relating principally to cost and classification. The introduction of further evidence at a future hearing has been made necessary by decision in the Eastern Class Rate Investigation, I. C. C. 15879, which will change rates to Virginia cities upon which much of our testimony was based. This will necessitate the reworking of a considerable portion of our previous exhibits and the introduction of same in revised form. This Commission has great hope of this case bringing substantial relief to North Carolina shippers and receivers who deal with Official Classification Territory.

*Cotton Factory Products—I. C. C. 22363:* This Commission participated in the hearing of this case and joined with the Cotton Manufacturers' Association of North Carolina and others in filing brief. The complaint involved a principle of rate making on cotton goods which seemed to place in jeopardy our present cotton goods rate structure. The case is still pending.

*Strawberry Transportation Service:* Final decision was rendered by the Interstate Commerce Commission in the matter of transportation of strawberries and dewberries in express refrigerator cars, requiring the carriers to furnish this service, which is now available to such shippers. This should result in great benefit to the berry shippers, particularly enabling them to extend their markets and compete with berry shippers in other sections who have heretofore enjoyed this service.

*Vegetable Rates:* Vegetable rates, referred to in previous reports, are still before the Commission for the purpose of determination as to whether the rates in future shall be stated in cents per hundred pounds or in cents per package, as heretofore; but the main issue which concerns our shippers—relating to the measure of the charges—has been settled at a considerable saving from the rates previously in force.

*Cotton Rates:* The general investigation of cotton rates by the Interstate Commerce Commission has been concluded and its decision rendered, resulting in no changes which will affect vitally shippers in this State.

*Cottonseed and Related Articles:* The general investigation of the rates on cottonseed and related articles has been delayed; however, a proposed report is expected in the near future. A representative of this Commission is sitting with the Federal Commis-



sion in this case, which is being handled under cooperative procedure.

*Fourth Section Application—I. C. C. 13470:* This case is the carriers' application for permission to maintain rates in North Carolina higher than to those Virginia points while handling Virginia traffic through North Carolina. This case is pending.

*Clay Products:* A complaint filed by the W. S. Dickey Manufacturing Company, of Chattanooga, Tenn., attacking rates on clay products, sewer pipe, etc., within North Carolina as being discriminatory against interstate rates, has been assigned for hearing. This Commission will continue its active interest in this proceeding in defense of our intrastate rates.

*Southwestern Investigations—I. C. C. 13535:* This Commission has continued its interest in what is known as Southwestern Investigation with particular reference to rates from our territory to southwestern states. Further hearing in the matter is pending.

*Hosiery Rates:* We are pleased with the result of action before the Interstate Commerce Commission involving rates on hosiery from Southern Territory. The carriers proposed to put the rates on the first class basis, which was protested by this Commission along with interested shippers. After hearing, rates were prescribed based on 75 per cent of first class, thereby resulting in considerable saving to hosiery shippers.

*Furniture Rates:* Rates on this commodity, which are highly important to North Carolina, are still before the Commission in a general investigation. It is hoped a decision will be reached in the near future.

*Coal Rates:* A new and important complaint has been filed by this Commission with reference to rates on coal from each of the producing areas to all destinations in this State. Testimony is being assembled preparatory to hearing and we hope the case will result in substantial reductions on this basic commodity as a result of our procedure.

*Adams-Bank Lumber Company—I&S 2479:* This was a case of far-reaching importance, affecting, as it did, rates on forest products from the whole Southern Territory and largely fixing rates between important points within the territory. The case was a cooperative one, in which the southern state commissioners were invited to participate with the Interstate Commerce Commission in its investigation and conclusions. While the results obtained by our participation in the case as a representative state were not what we had desired, for the reason we think the rates allowed to become effective were too high, it is, nevertheless, a fact that there

were both increases and reductions and the final result is a more complete rate coverage than existed heretofore.

#### ACKNOWLEDGMENT OF COOPERATIVE ASSISTANCE

The Commission desires to acknowledge, with grateful appreciation, valuable assistance and hearty cooperation at the hands of the entire traffic body of the State, who are connected with individual corporations, firms and associations.

#### STREET RAILWAYS

The number of passengers carried by street railways in 1929 was 26,349,029, a decrease from the number carried the previous year, which was 27,613,454. The number of miles of road operated by street railways in 1928 was 134.56 and was decreased by 13.51 miles in 1929. Street railway companies operated forty-one buses on 72.75 miles of road in 1928, and on 91.55 miles of road in 1929. These same companies operated 153 electric trolley cars in 1928 and 137 in 1929. The decreases mentioned in this paragraph are due largely to the abandonment of the Durham Street Railway and the substitution of buses therefor. We can see very little future for the extension of street car lines. One factor detrimental to this extension is the practice of municipalities in requiring street car companies to assume heavy responsibilities with respect to street paving.

#### TELEPHONE COMPANIES

The companies operating telephone service in this State reported a total investment of \$22,526,126.46, with 152,822 stations connected by 87,073 miles of exchange wire and 47,331 miles of toll lines for the year 1928. In 1929, the same companies reported an investment of \$25,916,210.57, with 158,953 telephone stations, 95,172 miles of exchange wire, and 54,727 miles of toll lines.

The figures presented herein show a healthy increase in two years and the improvement in telephone service has been greatly enhanced during that period. The telephone station average in the United States is reported as approximately one station for every twenty inhabitants and the figures shown herein indicate about the same relationship in North Carolina.

During the period mentioned in this report there has not been as much activity in telephone rates as in the period immediately preceding; but, this has been due largely to the fact that the companies have not had to build to meet the growing demand of our cities and rural communities as they did in the periods previous, or since the war. There was a time between 1920 and 1928 that



taxed the finances of the telephone companies to meet the public demand because of suburban and rural development. New devices for long distance service have been put in use which permit the multiple use of toll lines, resulting in almost instantaneous service between distant cities.

#### ARTIFICIAL GAS

There has been much activity in the gas industry during the past two years. Practically all of our gas companies have changed ownership. A great deal of interest is being shown at the present time in propositions to bring natural gas to the State.

There was manufactured in the State during the year 1928, 1,608,056,471 cubic feet of gas and this increased in 1929 to 1,693,761,600 cubic feet. In 1928, these same companies carbonized 89,598 tons of coal, which decreased in 1929 to 84,650. They used 1,834,939 gallons of oil in 1928 and 1,782,380 in 1929. There were 38,821 gas consumers in 1928 and 40,378 in 1929.

#### HYDRO AND STEAM ELECTRIC POWER

During the year 1928, electric utilities operating in this State generated 2,452,266,580 kilowatt hours. This increased in 1929 to 2,686,246,732 kilowatt hours. These companies purchased from non-public utility manufacturing companies in 1929, 634,643,776 kilowatt hours and sold during the same year 2,716,771,073 kilowatt hours.

The unusual droughts which our State has been experiencing at intervals during the last ten years have made it necessary for the hydro-electric companies to keep large steam plants in operating condition for stand-by purposes during such times. In 1922, practically all the electric service in the State from the west to as far east as Goldsboro was connected through the Georgia Power and Light Company with Muscle Shoals and for a period during that year the generating plants of the Carolina Power and Light Company, the Southern Power Company, the Georgia Power & Light Company, and the Alabama Power Company were connected up so as to render service wherever needed. Several times since then this has been repeated. This year the drought has been greater than at any time for several years and a large number of reservoirs have been practically dry and useless and were it not for the steam plants, the State would be in an embarrassing predicament for power. This has been especially detrimental to the power companies since they have built to supply large manufacturing plants,



but the financial condition through which we have been passing has been such that these manufacturers have not been operating regularly; therefore, the power companies have been able to meet the demand. Until recently, when probably the expansion of manufacturing plants has ceased elsewhere also, availability of electric power in this State has continued to invite industry from all parts of the country.

#### MOTOR VEHICLE TRANSPORTATION

Our fine highway system has formed the basis for development of a very fine passenger and freight motor vehicle service in the State. Our passenger operators have extended their lines until it is possible to obtain transportation almost hourly between all of our principal cities and the principal cities of adjoining states without change. Day and night service is not unusual and inter-line tickets may be purchased to almost any point in the United States. Our union bus stations are organized upon an economical basis and their operation has eliminated much confusion in addition to providing convenience for the traveling public.

We are very much interested in the development of motor freight service for the State which is now used largely by the shipping and consuming public. This class of transportation for freight and express is fast supplanting the intra-rail service. It has been the desire of the Commission to make uniform rates for freight and express, but because of the fact that we have probably five hundred trucks running on schedule under certificates issued under the Act of 1927 and probably five thousand of the remaining fifty thousand trucks in the State which operate in competition with these schedule trucks by cutting rates, it has not been possible to do so. This was brought about by the last legislature inadvertently providing what was known as a triple tax upon the long haul truck, which does not operate under a certificate from this office but pays its tax directly to the Department of Revenue. This provided a competition for the franchise truck operator which has not only been confusing to the shipping public, but also has been destructive to the scheduled intercity operator, whose rates are supposed to be fixed by this office. The Commission recommends that all public service trucks be made subject to franchise and that this class of operators be divided into two classes: one, a regular schedule intercity operator; and the other, a miscellaneous operator. In this way the Commission can make rates for all public service trucks and not leave any public service operators outside the pale

of the Commission's jurisdiction to operate when, where, and how they please and at such prices as they can get. The shipping public of the State is looking forward with much hope to transportation relief from the operation of the trucks; and, in order to give them this relief, it will be necessary for the legislature to give the Commission this additional jurisdiction.

Since the passage of the Bus Law in 1925, several changes have been made with reference to the driver's fee and the Commission has reached the conclusion that the development of the bus business has reached the point where the driver's fee may be eliminated, as it is a tax upon an employee whose pay is small and accrues very little revenue to the State. The drivers could continue to be certificated from the standpoint of physical defects and yet we believe that ninety per cent of the operators, both freight and passenger, would not now employ drivers who are not qualified both physically and from experience to render the best public service. We believe it was never the intent of the State to obtain revenue from that source but to protect the travel upon the highways by putting motor vehicles operated under the Bus Law in the hands of competent drivers. We think this has been accomplished to the extent that the fee may be eliminated.

#### BANKING DEPARTMENT

Report of this department is published in separate book annually as of December thirty-first.

#### CAPITAL ISSUES DEPARTMENT

Report of the Capital Issues or Securities Department is published in separate booklet form annually.

Respectfully,

W. T. LEE, *Chairman*,  
GEORGE P. PELL, *Commissioner*,  
STANLEY WINBORNE, *Commissioner*.

Attest:

R. O. SELF, *Clerk*.

W. G. WOMBLE, *Director*.



# DECISION AND ADJUSTMENTS OF COMPLAINTS

## RAILROAD COMPANIES

IN RE: PETITION OF THE YADKIN RAILROAD COMPANY FOR PERMISSION TO DISCONTINUE THE OPERATION OF PASSENGER TRAINS BETWEEN SALISBURY AND ALBEMARLE.

### ORDER

Upon petition of the Yadkin Railroad Company the Commission has had under consideration for some time the question of eliminating the passenger trains between Salisbury and Albemarle. The company now advises that it has purchased the bus operation between these two points and desires to run comfortable buses in lieu of the passenger trains. The petitioner states further that it will retain its freight, express and mail service.

This proposal has been advertised widely in the vicinity affected by the change and only one protest was received. We are now advised that the party making this protest was interested particularly in the express service and that since he has learned that that will not be affected by the change, the protest has been withdrawn. The petitioner has not done any passenger business on this train which would in any manner compensate it for the expense of operation in a long time; therefore, under the circumstances, it appears that the change should be an improvement or at least more conveniently meet the demand of the public; therefore, it is

ORDERED, That the petition be granted when the transfer of the bus operation to the petitioner has been completed and when the petitioner is ready to inaugurate that service.

By order of the Commission:

R. O. SELF,

This 21st day of November, 1928.

Clerk.

Docket No. 6731.

IN THE MATTER OF APPLICATION OF THE SEABOARD AIR LINE RAILWAY COMPANY TO DISCONTINUE AGENCY AT MILLBROOK, N. C.

### ORDER

Hearing in the above matter was held at Raleigh, N. C., Wednesday, October 17, 1928, applicants being represented by Vice-President Stanley, and protestants being represented by Attorney William T. Hatch, for citizens of Millbrook and vicinity.

Statements of earnings of the Seaboard Air Line Railway at Millbrook for the year from May 1, 1927, to April 30, 1928, was freight \$3,170.05; passenger \$116.55, total \$3,286.60. For the year from July 1, 1927, to June 30, 1928, freight was \$2,901.80; passenger \$101.91, total \$3,003.71.

The expenses of operating the agency is stated as \$1,473.00 annually. The Seaboard Air Line Railway Company alleges this agency is too expensive when compared with earnings derived therefrom, and that revenues is continually declining due to competition with freight and passenger trucks and busses.



Protestants complain the community is developing and to remove the Seaboard Air Line Railway agency would retard development and for this reason it is contended the Seaboard Air Line Railway Company should continue to maintain the agency at this point.

The Commission is of the opinion, and so finds, that the expenses of the agency now maintained by the Seaboard Air Line Railway at Millbrook is out of proportion to the revenue derived from this station inasmuch as Millbrook is only 3.7 miles south of Neuse, a regular agency station, and 7 miles north of Raleigh, and the station can be maintained upon a prepay basis notwithstanding some little inconvenience to the public.

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway Company be and it is hereby authorized to discontinue the freight and ticket agency at Millbrook, making same a regular prepay station for the receipt and delivery of freight and passengers.

By direction of the Commission:  
This 23rd day of November, 1928.

R. O. SELF,  
Clerk.

Docket No. 6733.

IN THE MATTER OF APPLICATION OF THE SEABOARD AIR LINE  
RAILWAY TO DISCONTINUE THE AGENCY AT MIDDLEBURG,  
N. C.

ORDER

Hearing in the above matter was held at the office of the Commission on Wednesday, October 17, 1928, the applicants being represented by Vice-President Stanley, of the Seaboard Air Line Railway, and protestants chiefly by Messrs. Bennett and Hose, of Middleburg.

Statement of revenue of the Middleburg agency shows for twelve months, May 1, 1927, to April 30, 1928, freight revenues was \$3,612.90; passenger revenue was \$437.14, total revenue \$4,050.04. For the year, August 1, 1927, to July 31, 1928, freight revenue was \$3,925.29; passenger revenue was \$420.08, total \$4,345.57. The expense of operating the agency is given as \$1,564.00 per annum.

Middleburg's location is 2.9 miles from Manson, a regular agency on the north, and 3.4 miles from Graystone, an agency on the south. The Seaboard Air Line Railway Company contends there is no need of maintaining a telegraph office at Middleburg.

The Commission is of the opinion, and so finds, that the expenses of the Middleburg, N. C., agency is excessive in comparison with the apparent importance of the revenue accruing to the Seaboard Air Line Railway from this station; however, we also find the station is of such importance as to require a caretaker, whose duties shall be to assist shippers, and receivers in looking after and caring for freight arriving and being forwarded from this station.

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway be, and they are hereby authorized to discontinue maintenance of regular agency at Middleburg, N. C., making the same a prepay station, and

IT IS FURTHER ORDERED, That the Seaboard Air Line Railway place in charge of the station what is commonly known as a caretaker for the



performance of such duties as is usually performed by caretakers at other points on the Seaboard Air Line Railway.

By order of the Commission:

R. O. SELF,

This 23rd day of November, 1928.

*Clerk.*

Docket No. 6733.

IN THE MATTER OF APPLICATION OF HIGH POINT, RANDLEMAN, ASHEBORO & SOUTHERN RAILROAD COMPANY TO DISCONTINUE THE AGENCY AT SOPHIA, NORTH CAROLINA.

#### ORDER

Hearing on this application was held at Raleigh, North Carolina, October 18, 1928, the applicant being represented by Messrs. Brittain, Brittain & Brittain, Attorneys at Law, Asheboro, North Carolina, and protestants, citizens of Sophia and community by Attorneys Moser & Burns of Asheboro, N. C.

Application to close this agency contains the following statement, the application being sworn to by Vice President George H. Dugan, of the High Point, Randleman, Asheboro & Southern Railroad:

"For the fifteen months from January 1, 1927, to March 31, 1928, your petitioner handled to and from Sophia, 53 cars of carload freight and 253 less than carload shipments, for which it received revenue, on carload freight, of \$593.77, and on less than carload freight, \$155.55, or a total revenue for 15 months of \$749.32; an average monthly revenue of \$49.95.

"Your petitioner's revenue at this station is less than the salary of the Agent, \$60.00 per month; the transportation of freight is performed without any remunerations whatever, and petitioner submits that public necessity or convenience cannot require that it perform a service at an actual loss or without remuneration; that such a requirement would be confiscatory."

In addition to the above the application goes on to state that as a matter of operating expediency certain spur tracks used for receipt and delivery of carload freight are managed by the Sophia agency; however, during the 15 months period referred to above there was handled at these sidings, namely, Bulla's Spur, Hughes & Pierce Spur, Edgar Spur, Glenola Spur, Frazier Spur, all told, received in carloads monthly 3 to 4 cars and forwarded 3 to 4 cars.

Protestants acknowledge business at Sophia has not been so good as in the past, but argue that prospects are good for an improvement and that developments which are in contemplation would hardly take place if the agency of the railroad is removed at this time. It is apparent, and the Commission so finds that the whole revenue accruing to the railroad at this station is insufficient to make it a reasonable requirement that the agency be maintained and,

IT IS THEREFORE ORDERED, The High Point, Randleman, Asheboro & Southern Railroad Company be, and it is hereby authorized to discontinue the agency at Sophia, North Carolina, and make same a regular prepay station.

By order of the Commission:

R. O. SELF,

This 28th day of November, 1928.

*Clerk.*

Docket No. 6734.



IN THE MATTER OF APPLICATION OF SEABOARD AIR LINE  
RAILWAY COMPANY TO DISCONTINUE THE AGENCY AT  
MERRY OAKS, NORTH CAROLINA, AND MAKE SAME A PRE-  
PAY STATION.

ORDER

Hearing in the above matter took place at Raleigh, North Carolina, October 18, 1928, the Seaboard Air Line Railway being represented by Vice-President Stanley, and upon request of protestants, the citizens of Merry Oaks and community, through Attorney J. C. Little of Raleigh, were given an opportunity to present their side of the question November 30, 1928, which was done on that date.

The Seaboard Air Line Railway Company's revenue of earnings for the Merry Oaks station from May 1, 1927, to April 30, 1928, is shown as \$2,495.30; and for the year from July 1, 1927, to June 30, 1928, \$2,080.77. The cost of operating the agency annually is shown as \$1,627.48. This station is located 2.4 miles from Bonsal, a regular agency station, and 5 miles from Moncure, another agency station. The Seaboard Air Line Railway contends on account of bus and truck competition the business of the station has decreased to such an extent as to make it reasonable that they be allowed to make same a prepay station.

Protestants complain that the doing away with the agency at this station will inconvenience the merchants and other shippers and receivers of the community, with particular reference to wood and cross-ties, and that the Star Mail route will be inconvenienced by not having a telegraph station in order to keep informed concerning arrival of mail for Star Route movement.

The Commission is of the opinion, and so finds, that the expenses incurred by the Seaboard Air Line Railway by maintaining a regular agent at this station is out of keeping with the income and that it would, therefore, be an unreasonable requirement that the agency be continued.

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway Company be, and it is hereby authorized to discontinue the agency at Merry Oaks, North Carolina, and make same a prepay station.

By order of the Commission:

R. O. SELF,

This 4th day of December, 1928.

Clerk.

Docket No. 6735.

IN THE MATTER OF APPLICATION OF THE ATLANTIC COAST  
LINE RAILROAD COMPANY FOR PERMISSION TO USE COMBI-  
NATION CARS FOR TRANSPORTATION OF WHITE AND COL-  
ORED PASSENGERS UNDER THE PROVISIONS OF SECTION  
3494 OF THE CONSOLIDATED STATUTES.

ORDER

Upon application of the Atlantic Coast Line Railroad Company it is ordered that said company be and it is hereby permitted to use combination cars, constructed in accordance with blue print attached to the application filed herein, for the transportation of white and colored passengers.

Dated this 10th day of December, 1928.

By order of the Commission:

R. O. SELF,

Clerk.

Docket No. 6736.



ABERDEEN SAND COMPANY, INC., v. HIGH POINT, RANDLEMAN,  
ASHEBORO AND SOUTHERN RAILROAD.

## ORDER

This is a complaint of the Aberdeen Sand Company, Inc., through Traffic Manager G. T. Smith, of Norfolk, Virginia, dated October 18, 1928, in which it is alleged that Agent Cottrell's I. C. C. 710, North Carolina Joint Tariff, publishes distance between Asheboro and High Point at 27.7 miles, which is figured via Randleman Loop and which complainant contends should be figured via Randleman Junction. Copy of the complaint was served upon the defendant railroad company, and hearing was requested. The matter was heard in the office of the Commission, at Raleigh, February 12, 1929.

The complainant was represented at the hearing by Henry A. Page, of Aberdeen, who put forward contentions, as alleged in the complaint, not only as applicable to sand shipments, but also on all freight traffic passing over the line of the High Point, Randleman, Asheboro & Southern Railroad, the contention being made that the Randleman Loop, so-called, is no more nor less than a branch line and the distance, therefore, to and from the main line should not be included in the distance between High Point and Asheboro. The railroad was represented by Charles Clark, attorney of Washington, D. C., and testimony was presented to the effect that the High Point, Randleman, Asheboro & Southern Railroad was planned as a whole, and that the Randleman Loop, so-called, was included in the main line distance for the reason that 85 per cent of the trains moving between High Point and Asheboro were routed via Randleman, whereas, only 15 per cent either set off cars at Randleman Junction, or move directly through Randleman Junction without going to Randleman.

The evidence of the railroad shows the actual distance between High Point and Asheboro, including the distance via Randleman Loop to be 27.7 miles, and when figured via Randleman Junction, 3.03 miles less than the above distance, or 24.67 miles, eliminating the Loop.

The Commission is of the opinion, and so finds, it is unreasonable that the High Point, Randleman, Asheboro & Southern Railroad should include Randleman Loop in the main line distance between High Point and Asheboro, both on local or through traffic. This conclusion is in line with the Interstate Commerce Commission's findings wherein in their order, 122 I. C. C. 166, covering rates on sand, gravel, stone, etc., they find: "In computing distances for the application of the foregoing rates, we find that the shortest routes shall be used over which carload traffic can be moved without transfer of lading."

IT IS THEREFORE ORDERED, That the High Point, Randleman, Asheboro & Southern Railroad Company be, and it is hereby ordered and directed to fix the distance between Asheboro and High Point at 24.67 miles, both locally and on through freight traffic, tariffs to be corrected accordingly on or before March 1, 1929.

By order of the Commission:  
This 15th day of February, 1929.  
Docket No. 6750.

R. O. SELF,  
Clerk.



IN RE: RULES AND REGULATIONS GOVERNING THE EQUIPMENT AND OPERATIONS OF BOATS AND VESSELS NAVIGATING THE WATERS, HARBORS, RIVERS, AND INLAND LAKES AND WATERS OF NORTH CAROLINA WHEN TRANSPORTING PASSENGERS FOR COMPENSATION.

ORDER

*Commission's Authority.* The authority under which the Corporation Commission is issuing this order is Sections 1037 and 1038, Chapter 21, Consolidated Statutes.

*Necessity for Regulation.* For many years past most, if not all, of the boats operated in North Carolina were operated in interstate service or in the navigable waters of the State and were, therefore, all under Federal registry. Many artificial lakes have been created and on these artificial lakes, as well as on our natural lakes and rivers, pleasure resorts have been established which attract people in large numbers, creating a demand for transportation by boat for compensation.

Rule 1. *Definitions.* That the word "boat" where used in this order shall include every vessel propelled by steam, gas, fluid, fuel oil, naphtha, or electric motors, and other vessels propelled by machinery of every kind.

The word "owner" shall include all persons, corporations, co-partnerships and associations, or receivers.

The word "pilot" shall include the person in charge of the operation of such boats for such owners.

Rule 2. *Exemption.* Boats operated under Federal license from the Bureau of Navigation and Steamboat and Inspection Service are exempted from the provisions of this order.

Rule 3. *Launch Liveries.* Boats hired as launch liveries and operated by the liveryman or his employes are hereby construed as carrying passengers for hire and are subject to this order; but, if the boat is operated by the hirer himself, it is not considered as carrying passengers for hire even though he may take other passengers on board; provided, however, he doesn't receive compensation for carrying such other passengers.

Rule 4. *Registration of Boats and Pilots.* All boats in service on June 1, 1929, and such as may be put into service on and after that date, shall be given a designating name or number and registered with this Commission. They shall furnish the Commission such other information as may be required upon blanks to be furnished by the Commission upon request.

On and after June 1, 1929, no such boat shall be operated by any pilot who is not registered with and approved by this Commission. Examination may be required as a condition to obtaining such approval and such approval may be revoked or suspended by the Commission for misconduct, gross negligence, recklessness, intemperance, or violation of the law on the part of such pilot, and when revoked, it may be reinstated under such conditions as the Commission may impose.

Rule 5. *Life Preservers and Life Saving Devices.* Every boat carrying passengers for hire shall have life preservers or life belts, or buoyant cushions, or ring buoys, or other devices sufficient to sustain afloat every person on board. Each life preserver, buoyant cushion, or other device



shall be capable of sustaining afloat for a continuous period of twenty-four hours an attached weight so arranged that whether said weight be submerged or not there shall be a direct downward gravitation pull upon such preserver, cushion, or other device of at least twenty-five pounds. If a buoyant cushion is furnished for more than one person, its capacity must be proportionately greater.

Life preservers, or buoyant cushions, stuffed or filled with granulated cork or other loose granulated material, and pneumatic life preservers or cushions are hereby prohibited.

Planks, gratings, floorings, oars, corks on ropes or fish nets, empty kegs or casks, wooden boxes, small boats in tow, etc., are not approved as substitutes for the life preservers, described and required in the first paragraph; but, wooden life floats made of buoyant wood may be used when the dimensions of such floats are not less than four feet in length, and twelve inches in width and one and three-fourths inches in thickness, if not exceeding twenty-five pounds in weight. If constructed of two pieces of wood they shall be securely attached together with wooden pins or dowels with one hand-hold at each side midway in the length not less than six inches long and two inches in width with a margin of at least one inch at the edge of the float.

Rule 6. *Lights.* Boats operated after sunset and before sun-up shall carry a white light, or lights, so located and at sufficient height above the deck, or deck-house, to show all around the boat and a white light on the fore part, as near the stem as practical, so fixed as to throw a light ten points on each side of the boat.

Rule 7. *Fire Extinguishers.* Carbon tetrachloride of foam type of fire extinguishers of the make approved by the National Underwriters Laboratories shall be carried upon all boats in a readily accessible location.

Rule 8. *Inspection.* Boats and equipment subject to regulation under this order shall at all times be subject to inspection by the Corporation Commission.

Rule 9. *Violations.* Owners or pilots violating, or in any manner failing to comply with any of the provisions of this order shall be subject to prosecution and when convicted shall be liable to penalties provided in Section 1106, Chapter 21, of the Consolidated Statutes.

By order of the Commission:

R. O. SELF,

This 20th day of May, 1929.

Clerk.

Docket No. 6777.

IN RE: APPLICATION OF THE SOUTHERN RAILWAY TO DISCONTINUE THEIR AGENCY AT SHOALS, N. C., AND MAKE SAME A PREPAY STATION.

#### ORDER

This is an application of the Southern Railway to discontinue its agency at Shoals, N. C., a station located on their North Wilkesboro Branch, six miles from Donnah and four miles from Siloam. A hearing in the matter was held at Raleigh, Tuesday, May 21st, the Southern Railway being represented by Mr. Sydney S. Alderman, Division Counsel, and the citizens



of Shoals and community by Messrs. O. F. Hauser, Ed Martin and C. W. Bottom.

Revenue statement of Shoals Agency indicates that for two years, from June 1, 1926, to May 31, 1928, inclusive, the total revenue at the station accruing to the Southern Railway was \$2,562.58, which revenue includes both freight and passenger and averages \$106.77 per month, while the agent's salary is stated at \$45.00 per month. It further appears that a large part of the revenue accruing to this station is derived from the movement of fertilizer in carloads.

Further evidence was produced at the hearing by the Southern Railway tending to show that the station is not of sufficient importance to justify the maintenance of an agent at this station.

Protestants contended that great inconvenience would be suffered by them and the general community by not having a station agent and particularly so as to the shipments of Order Notify fertilizer cars and less carload shipments passing through the warehouse. It was conceded by protestants that the revenue is not so great at Shoals as in former times and that good roads and trucks were undoubtedly playing their part in reducing the railroad's revenue at this station.

The Commission is of the opinion, and so finds, that in view of the importance of this station as exhibited by evidence at the hearing, it would be unreasonable to require a further continuance of the agency at Shoals, and it is, therefore,

ORDERED, That the Southern Railway be and it is hereby authorized to discontinue the agency at this station and make same a regular prepay station to be operated in the same manner and under the same rules and regulations as other prepay stations on its line.

By order of the Commission:

This 24th day of May, 1929.

Docket No. 6778.

R. O. SELF,  
*Clerk.*

B. G. WILLIS, TRADING AS CASHIE RIVER LINE v. THE CAROLINA SOUTHERN RAILWAY CO., AND THE BERTIE COUNTY RIVER TRANSPORTATION COMPANY.

#### ORDER

This cause again coming on to be heard before the Commission upon the exceptions of the respondents herein to the order previously entered by the Commission and it appearing that the respondents are making efforts to file rates covering their operations in connection with the Carolina Southern Railway Company and the Norfolk Southern Railroad Company.

IT IS NOW THEREFORE ORDERED, That the argument on the exceptions be and it is hereby continued for a period of ninety days from this date and the Clerk is hereby directed upon good cause to further extend said time for argument.

This the 5th day of July, 1929.

Docket No. 6790.

R. O. SELF,  
*Clerk.*



BEFORE THE NORTH CAROLINA CORPORATION COMMISSION:  
B. G. WILLIS, TRADING AS CASHIE RIVER LINE v. CAROLINA  
SOUTHERN RAILWAY COMPANY, AND BERTIE COUNTY RIVER  
TRANSPORTATION COMPANY, RESPONDENTS.

ORDER

The above entitled cause coming on to be considered by the Commission, and it appearing from statement filed by J. H. Matthews and John H. Small, counsel for respondents, that the respondents have disposed of the boat operated by them at the time the petition was filed herein, and are not now engaged in the transportation of freight by water, as alleged in the petition, and undertake and agree to file with the Commission tariffs for approval if in the future transportation by water is undertaken.

IT IS NOW THEREFORE ORDERED, That this cause be, and the same is hereby dismissed, and the respondents are allowed to go without day.

By direction of the Commission:

R. O. SELF,

This 3rd day of October, 1929.

*Clerk.*

Docket No. 6790.

IN THE MATTER OF APPLICATIONS OF THE COMMON CARRIERS, BY RAIL, WITHIN THE STATE OF NORTH CAROLINA TO CANCEL NORTH CAROLINA EXCEPTION SHEET TO SOUTHERN CLASSIFICATION, AND ALSO LESS CARLOAD COMMODITY RATES BETWEEN POINTS IN NORTH CAROLINA.

ORDER

By petition of all common carriers, by rail, within the State, dated October 31, 1927, except the Norfolk Southern Railroad Company and Seaboard Air Line Railway Company, whose applications are dated November 9, and 8, respectively, revision of intrastate class rates is sought within the State in accordance with findings of the Interstate Commerce Commission concerning interstate class rates from, to and between points in Southern territory, as shown in reports of that Commission in Southern Class Rate Investigation, Docket 13494, (100 I. C. C. 513, 109 I. C. C. 300 and 133 I. C. C. 200). These petitions seek to make effective, within the State, the general Southern rate scale, as promulgated by the Interstate Commerce Commission, for application generally throughout Southern territory, which became effective January 15, 1928, and also to make the same governed by straight Southern Classification, with certain exceptions named in the petitions, including carload ratings on classes lower than Class "D". It is stated that these Exceptions are to be separately considered and the rates on the excepted commodities are to be later presented by the carriers upon petitions filed for appropriate revisions of those rates.

Press notice was given by the Commission to the public of receipt of these applications, when filed, and copies of the same were freely distributed to all inquirers. A public hearing was held at the office of the Commission, in Raleigh, August 2-3, 1928. At the conclusion of testimony presented by the carriers in justification of the petitions, motion by interested shippers present prevailed, and the Commission gave the shippers



time within which to consider the proposals. A further hearing was allowed for presentation of any testimony shippers might desire to present.

By further joint petition of the carriers, dated January 7, 1929, through Chairman Tilford for the Southern Freight Association, and Traffic Manager Streyer, for the Short Line Railroads, authority is sought to cancel all existing intrastate less than carload commodity rates, and North Carolina Exceptions to Southern Classification, with certain exceptions as contained in Exhibit "A", attached to petition. The said petition recites that effective January 15, 1928, the interstate class rate structure to, from and between points in Southern territory was revised in conformity with findings of the Interstate Commerce Commission in the Southern Class Rate Investigation, and a revision of the class rate structure has been accomplished within nearly all of the Southern States. The North Carolina Corporation Commission, is therefore, importuned to consider granting former petitions, with particular reference to cancellation of North Carolina Exception Sheet and less carload commodity rates within the State.

Press notice was given by the Commission of receipt of this petition, and copies were freely distributed to the public upon request. Hearing was held April 29, 1929, on this petition, and that part of the former petition relating to the same matters, together with the following individual petitions of the carriers, affecting individual commodities appearing in the Exceptions, or upon commodities which the carriers are seeking rate changes: Canned Goods, carload, by Messrs. Streyer and Tilford, dated January 14, 1929; Peaches, CL, by Chairman Tilford, dated February 11, 1929; Machinery, carload, by Chairman Dulaney, dated November 28, 1927; Molasses, carload, by General Freight Agent Doss, dated August 23, 1928, hearing on which was held December 5, 1928; Petroleum, carload, by Chairman Barham, dated July 18, 1925; Clay, Concrete or Shale Products, carload, by Chairman Barham, dated August 20, 1926; Sugar, carload and less, by Messrs. Brown, Streyer and Tilford, dated March 5, 1928, (hearing on which was held December 5, 1928).

Since the hearing on April 29, 1929, was upon related issues in the cases named, this order will dispose of the petitions in so far as the related issues are involved in the cases before the Commission.

At the hearing upon that part of the general petitions of the carriers, first referred to, dated in 1927, and new petition, dated January 7, 1929, seeking cancellation of the North Carolina Exception Sheet, and less than carload commodity rates, the carriers contented themselves by relying wholly upon general testimony in justification of their applications, and as the principal reason called attention to Finding 10, of the Interstate Commerce Commission's decision in Southern Class Rate Investigation, I. C. C. 13494. This testimony was supplemented by testimony of J. N. Steadwell, a member of the Southern Classification Committee, on behalf of the carriers. He testified in effect that the North Carolina carriers are seeking to have the North Carolina Corporation Commission adopt the current Southern Classification for application to intrastate class rates in North Carolina, together with Note B, Exceptions, the interstate exceptions in Southern territory; that some little information as to the present classification ought to be submitted; that during the past ten years the classification work has been carried on by three territorial classification committees, whose sole duty it is to correct and supervise all features of this depart-



ment of the transportation service; that the present classification represents the active work of men devoted to that branch of traffic for twenty years; and that, therefore, it is safe to say that descriptions and packing specifications, rules, minimum weights, etc., fairly reflect the present conditions.

As above indicated, the testimony did not go into detail as to itemized rates it was desired to cancel. The carriers, however, later filed with the Commission a statement, dated May 20, 1929, copies of which were furnished all parties of record, which indicated by Exhibits "A", "B", and "C", attached to the statement, their request more in detail. Exhibit "A" contains a list of classification exceptions, which carriers ask immediate authority to cancel. Exhibit "B" contains list of classification exceptions, carriers do not at this time ask authority to cancel. Exhibit "C" contains a list of carload items contained in Exception Sheet, on which it is suggested shippers might desire a hearing before cancellation is authorized.

At the April, 1929, hearing, numerous witnesses appeared in behalf of shippers and gave testimony relating to individual items which they desired continued in the Exception Sheet. No objection was made to the carriers' application to cancel parts of the Exception Sheet. It was contended that conditions required the maintenance of the rates upon certain items and that if the Exceptions were cancelled commodity rates should be substituted for these items. Although given an opportunity to do so carriers filed no brief other than general statement contained in Chairman Hodgkin's letter before referred to, dated May 20, 1929.

#### HISTORY OF THE EXCEPTION SHEET

The present North Carolina Exception Sheet is of long standing, having been carved out of the North Carolina Classification, to become effective October 13, 1914, as a result of the report of the Special Rate Commission, appointed by Governor Locke Craig, under whose supervision and direction the class rate structure of the State was revised. Although the class rates of the State were to be governed by Southern Classification, the North Carolina Corporation Commission was allowed to make such exceptions as might be necessary, provided that where lower classification ratings were then in effect in North Carolina they should remain in effect. Under these directions, the Corporation Commission carved out of the then existing North Carolina Classification such items as contained lower ratings than the then existing Southern Classification and placed such items into an Exception Sheet to said Southern Classification. The Exception Sheet, thus produced, contained approximately 1,000 items. Subsequently, during the Federal administration of the common carriers, the Exception Sheet was reduced by the Corporation Commission to approximately 450 items, effective December 30, 1919. In that form it has been continued to the present in spite of the tendency to uniformity in classification.

The last Legislature, by Chapter 239, Public Laws, 1929, put in statute form the information usually required by the Commission in making classification changes. The law reads:

"Section 1. That section one thousand and seventy-nine, Consolidated Statutes, be and the same is hereby amended by striking out the period at the end of said section and inserting in lieu thereof a



colon and adding thereafter the following: 'Provided further that before any carrier, subject to the jurisdiction of the Corporation Commission, shall be authorized or empowered to make effective within the limits of this State any change in the classification for intrastate application of any article transported by freight, intrastate, the carrier, or carriers, proposing said change in classification shall file notice of such intention with the Corporation Commission at least thirty days in advance of the proposed effective date of such changes and shall file with said notice a sworn affidavit in duplicate setting forth the name and address, or names and addresses, of the person, or persons, by or for whom the change or changes in the classification was proposed, with their place, or places, of business and the nature of such business, together with the name, or names, of the carrier, or carriers, sponsoring such changes, together with the name and address, or names and addresses, of all persons, firms or corporations who have placed themselves on record as being opposed to the change, or changes, contemplated, stating in connection therewith the facts and arguments relied upon by both proponents and opponents of such proposed changes; and provided further, that after the receipt of such notice of a proposed change in the classification of any article, the Corporation Commission is authorized to suspend such proposed change pending the hearing and decision thereon and may waive the requirement of thirty (30) days'notice'".

In the absence of such specific information as above called for in the present case, the Commission's best judgment must be invoked.

The Commission is of the opinion, and so finds:

1. That no sufficient reasons have been shown by the carriers to justify the cancellation of all items in the North Carolina Exception Sheet.

2. That by reason of the many changes in the Southern Classification ratings, rules and packing requirements, etc., since the Exception Sheet was made, in 1914, and revised ten years ago, thereby bringing the Exception Sheet and Classification nearer together, the comparative small number of items it seems necessary to continue in effect, justifies cancellation of the Exception Sheet and the establishment in lieu thereof, in commodity form, rates on such items as in the opinion of the Commission should be continued in effect, and this will be done.

3. That since the Exception Sheet is to be cancelled and commodity rates are to be made in certain cases, it is necessary that a basis for short line rates be provided in each case, and this will be done.

IT IS THEREFORE ORDERED, That the common rail carriers of the State be, and they are hereby ordered and directed to make effective, within the State, September 1, 1929, rates, rules, and regulations as contained in the Commission's Circulars Nos. 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, and 339, which circulars are hereby made a part of this order.

IT IS FURTHER ORDERED, That the carriers be, and they are hereby authorized to cancel the North Carolina Exception Sheet; that in future class rates of the State shall be governed by Southern Classification, Agent Dulaney's I. C. C. No. 23, and by Notes A, and B, Agent Dulaney's I. C. C. No. 25, amendments thereto, or reissues thereof.

By order of the Commission:

This 1st day of August, 1929.

Docket No. 6800.

R. O. SELF,  
Clerk.



## SUPPLEMENTAL ORDER

## IN THE MATTER OF RATES ON FERTILIZER AND FERTILIZER MATERIALS BETWEEN POINTS IN NORTH CAROLINA.

It is hereby ordered that the Order of the Commission dated December 1, 1926, in above entitled proceeding be and same is hereby amended to provide for the inclusion in Appendix "A" thereof under the sub-heading CARLOAD the following:

Tobacco Trash, Sweepings or Stems, ground or unground packed or in bulk, C. L., minimum weight 40,000 pounds.

It is further ordered that Appendix "A" under sub-heading LESS CARLOAD be and same is hereby amended to include the following:

Tobacco Trash, Sweepings or Stems, in bags, barrels or boxes.

It is further ordered that changes herein authorized shall be in full force and effect on and after the 1st day of September of the year 1929.

By order of the Commission:

R. O. SELF,

Dated at Raleigh, N. C., August 1, 1929.

*Clerk.*

## IN THE MATTER OF RATES ON FERTILIZER AND FERTILIZER MATERIALS BETWEEN POINTS IN NORTH CAROLINA.

For good cause shown, It IS ORDERED That effective date of Supplemental Order of the Commission dated August 1, 1929, to become effective September 1, 1929, in the Matter of Rates on Tobacco Trash, Sweepings or Stems, ground or unground, packed or in bulk, Carload Minimum Weight 40,000 pounds, and Tobacco Trash, Sweepings or Stems, in bags, barrels or boxes, Less Than Carload, is hereby further postponed to become effective November 1, 1929, instead of October 1, 1929, as provided in first Supplemental Order.

By direction of the Commission:

R. O. SELF,

This 19th day of September, 1929.

*Clerk.*

## IN THE MATTER OF APPLICATION OF THE COMMON CARRIERS, BY RAIL, WITHIN THE STATE OF NORTH CAROLINA TO CANCEL NORTH CAROLINA EXCEPTION SHEET TO SOUTHERN CLASSIFICATION, AND ALSO LESS CARLOAD COMMODITY RATES BETWEEN POINTS IN NORTH CAROLINA.

## SUPPLEMENTARY ORDER

For good cause shown, It IS ORDERED That effective date of Order of the Commission in the above mater, dated August 1, 1929, and Supplementary Order and Circulars containing rates, rules and regulations, as provided in Circulars Nos. 295 to 343 inclusive, also Supplement No. 1 to Circular No. 245, is hereby further postponed to become effective November 1, 1929, instead of October 1, 1929, as provided in the original Order.

By direction of the Commission:

R. O. SELF,

This 19th day of September, 1929.

*Clerk.*

Docket No. 6800.



IN THE MATTER OF APPLICATION OF ATLANTIC COAST LINE  
RAILROAD TO DISCONTINUE PASSENGER TRAINS 52 AND 53  
BETWEEN WELDON AND KINSTON.

ORDER

This application of the Atlantic Coast Line Railroad through General Superintendent Sibley is dated July 25, 1929, and sets forth that, on account of vehicle competition, revenues derived from Passenger Trains 52 and 53, the former now scheduled to leave Kinston at 3:25 P. M., arriving at Weldon at 6:55 P. M.; the latter, leaving Weldon at 9 A. M., arriving at Kinston at 2 P. M., have so receded as to make these trains an unreasonable expense as compared with revenues. The operating income covering passenger and mail is shown as \$23,901.85, while the expense is given as \$71,991.45, for the year ending May 31, 1929; net loss for the year, \$48,089.60.

Hearing in the matter was held at Raleigh, September 18, 1929. Considering the circumstances and conditions as developed at the hearing, Commission is of the opinion and so finds, it would be unreasonable to require the continuance of these trains.

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company be, and it is hereby authorized to discontinue trains 52 and 53, now operating between Weldon and Kinston, effective October 20, 1929.

By order of the Commission:

R. O. SELF,

This 18th day of September, 1929.

Clerk.

Docket No. 6813.

R. C. BELK SAND COMPANY, INC., v. SEABOARD AIR LINE RAILWAY COMPANY, W. R. BONSAI COMPANY, AND HEDRICK AND WADE, INC.

ORDER

The Commission having duly been notified of receivership of R. C. Belk Sand Company since complaint and hearing in the above entitled matter, and it being made to appear to the Commission that the receiver should be made a party to the above case,

IT IS ORDERED, That Edward J. Hanson, of Charlotte, N. C., Receiver for R. C. Belk Sand Company be, and he is hereby made a party as receiver for R. C. Belk Sand Company, and,

IT IS FURTHER ORDERED, That copy of this order be served upon the said receiver, together with all other parties of record in the case.

By direction of the Commission:

R. O. SELF,

This 2nd day of October, 1929.

Clerk.

Docket No. 6820.

BEFORE THE CORPORATION COMMISSION

R. C. BELK SAND COMPANY v. SEABOARD AIR LINE RAILWAY COMPANY, W. R. BONSAI COMPANY AND HEDRICK & WADE, INCORPORATED.

ORDER

This action was instituted before the Commission upon petition of R. C. Belk Sand Company, alleging discrimination on the part of the Seaboard



Air Line Railway Company in the service extended to it as compared with the service extended to the respondents named in the petition.

At the hearing evidence was introduced by the petitioner for the purpose of showing the discrimination alleged in the petition, to which the Seaboard Air Line Railway Company responded with evidence as to conditions under which the service was rendered to the petitioner and the two respondents. The evidence on behalf of the petitioner, among other things, disclosed that it was not then, and had not for some time, been in operation but that the discrimination complained of existed at the time the petitioner was operating and would exist again upon the resumption of operation by the petitioner.

The authority of the Corporation Commission was invoked in the petition, evidence and briefs for the purpose of requiring the Seaboard Air Line Railway Company to cease and desist from the discrimination alleged. In connection with this contention on the part of the petitioner, evidence was introduced to show the extent to which the petitioner could operate if it desired to resume after the entry of an order by the Commission.

In view of the evidence that the petitioner was not operating at the time the petition was filed and did not at that time definitely commit itself to the resumption of operation, and further in view of the fact that since the hearing the petitioner has gone into receivership, there is no relief of a regulatory nature that can be extended to the petitioner by the Corporation Commission; and since the Corporation Commission is a regulatory body, there appears to be no basis for an order other than one dismissing this action.

IT IS, THEREFORE, ORDERED, That the petition be and the same is hereby dismissed.

By order of the Commission:  
This the 25th day of April, 1930.  
Docket No. 6820.

R. O. SELF,  
*Clerk.*

IN THE MATTER OF CERTIFICATE OF AMENDMENT OF THE  
CHARTER OF SEABOARD AIR LINE RAILWAY COMPANY.

ORDER

The Secretary of State having transmitted to the North Carolina Corporation Commission a copy of certificate of amendment of the charter of Seaboard Air Line Railway Company, as required by Section 1131 of the Consolidated Statutes of North Carolina, and the Commission having duly considered such certificate of amendment:

It is now ordered that the Secretary of State be and he is hereby duly authorized by the North Carolina Corporation Commission to issue the certificate of amendment of the charter of Seaboard Air Line Railway Company filed in the office of the Secretary of the State of North Carolina on November 27, 1929.

By the Commission:

R. O. SELF,  
*Clerk.*



APPLICATION OF NORFOLK SOUTHERN RAILROAD COMPANY  
TO REMOVE TRAINS NOS. 17 AND 18 BETWEEN WASHINGTON,  
N. C., AND RALEIGH, N. C.

ORDER

Application of the Norfolk Southern Railroad Company, dated August 10, 1929, to discontinue Trains Nos. 17 and 18 operating daily between Washington, N. C., and Raleigh, N. C., was heard at Raleigh, December 3. Application recites for five months, February, March, April, May and June, 1929, that earnings of these trains was 17,340.48, while operating expenses were \$26,875.55; the net loss for this period being \$9,435.07. The loss is said to be out-of-pocket cost, that is to say, gross earnings are not sufficient to pay the out-of-pocket expenses by \$9,435.07 for the five months.

At the hearing petitioners introduced testimony bearing out the figures shown in the application and argued the case, contending that it was to the best interest of the public that these trains be removed in order to conserve the revenues of the Company. Accompanying the application is a statement to the effect that in the year 1921 the Norfolk Southern's passenger revenue from all its trains was \$1,389,582.80. There has been a steady decline throughout the years and in 1928 the total passenger revenue was \$431,901.15 and for the eight months ending August 1, 1929, \$228,152.11. Local passenger train service on this road has generally been reduced as revenue receded, except in the case of the main line between Washington and Raleigh there has heretofore been no curtailment.

Written protest against removal of these trains was received from Secretary of the Chamber of Commerce.

Witnesses were introduced by respondents, who testified as to inconvenience and probable retardation and hardship which would be worked upon both the fish and dairy interests should these trains be removed, and argument was presented that the Norfolk Southern is making money as a whole and the Company should provide itself with suitable equipment to operate a service in place of Trains Nos. 17 and 18, which would, it is alleged cost less and probably make money for the Company and at the same time take care of the growing and prosperous fish business.

The Norfolk Southern Railroad now operates six daily passenger trains between Raleigh and Washington and if Trains Nos. 17 and 18 are removed there will still be four daily trains, two trains in each direction.

The Commission is of the opinion and so finds that earnings of Trains Nos. 17 and 18 are insufficient to take care of the actual out-of-pocket cost of operation and in fact are being run at too great a loss to make it reasonable that the Commission order their continuance; that both the milk and fish shipments can, with some inconvenience on the part of shippers, be handled on Train No. 3, passing Pinetown at 1:16 A. M., and Washington 2:00 A. M., respectively, and this General Superintendent Dugan testified he would arrange to do and likewise coöperate with the Federal Government in arranging to care for the mail now being handled by Trains Nos. 17 and 18.

IT IS THEREFORE ORDERED, That the Norfolk Southern Railroad Company be, and it is hereby authorized to discontinue Passenger Trains Nos. 17 and 18 between Washington and Raleigh, effective December 29, 1929.

By order of the Commission:  
This 4th day of December, 1929.  
Docket No. 6831.

R. O. SELF,  
Clerk.



APPLICATION OF J. E. TILFORD, CHAIRMAN, SOUTHERN FREIGHT ASSOCIATION, ON BEHALF OF ALL COMMON RAIL CARRIERS IN NORTH CAROLINA SEEKING APPROVAL OF THIS COMMISSION OF RULES 16 AND 17, COVERED BY NATIONAL DIVERSION AND RECONSIGNMENT COMMITTEE'S PUBLICATION ANNOUNCEMENTS NOS. 20 AND 21.

#### ORDER

This application, through Chairman Tilford, is dated July 27, 1929, and hearing in the matter was held at Raleigh, December 17; the standard rail carriers of the State were represented by G. M. Nolen, Commerce Agent, of the Southern Railway, Washington, D. C. Respondents appearing in opposition were A. J. Whitman, T. M., American Agricultural Chemical Company, representing his own Company and also F. S. Royster Guano Company and Davison Chemical Company. Appearing in the interest of the American Agricultural Chemical Company were also C. E. Norvell, T. L. Smith and C. D. Henderson. The Proximity Manufacturing Company, J. E. Latham Company and Rucker Bonded Warehouse Company were represented by C. W. Strickland.

Petitioners testified at the hearing to the effect that Rules 16 and 17 of the Uniform Diversion and Reconsignment Code are a result of growth in the general code of rules as originally adopted back in 1918.

They do not apply, in the South, to fresh or green fruits, fresh or green vegetables (including potatoes and onions), fresh berries, grapes and melons.

They do not apply on shipments or cars consigned to or ordered for delivery on public delivery tracks.

They apply only on cars placed on hold tracks and held only for surrender of original bill of lading or written order, and necessitating subsequent movement of cars to place of delivery on private or industry tracks.

That these rules have been passed upon by an arbitrator of the Interstate Commerce Commission, and approved by the National Industrial Traffic League and the Southern Traffic League, and likewise by several State Commissions in the South, and that unless these rules are approved for application within North Carolina discrimination will exist as between the interstate regulations and those applying to intrastate traffic within the State.

Respondents, who, generally speaking, handle fertilizer in carloads and cotton, in carloads, opposed the adoption of these rules for intrastate application within North Carolina upon the grounds that they would work a hardship upon fertilizer dealers, in particular, located at small outlying points who have private or assigned sidings and where cars usually reach destination points ahead of arrival of bills of lading at banks and it is impossible in such cases that delivery of bills of lading be made to station agents within 24 hours after arrival of cars, in which cases the carriers seek to charge \$5.85 per car for the service of handling the said cars which have to be switched from hold tracks to private or assigned sidings. The same general effect of the rules would likewise apply to cotton, carload.

After hearing the contentions of both sides of the controversy the Commission is of the opinion that reasonably complete coöperation between



shippers, carriers and receivers should prohibit accrual of these charges, or in other words, make it unnecessary that the rule work any hardship on either party.

It is, generally speaking, desirable that rules and regulations be uniform as far as practicable, and inasmuch as these rules have been passed upon by various bodies consisting of committees on uniformity in connection with a member of the Interstate Commerce Commission and traffic organizations within the South, as well as State Commissions in several of the Southern States, wherein the rules have been allowed to become effective, it would appear to the Commission reasonable that the same at least be given a trial within this State.

IT IS THEREFORE ORDERED, That the common carriers of the State be, and they are hereby authorized to make Rules 16 and 17 effective within North Carolina February 15, 1930, for a period of one year, or until February 15, 1931.

IT IS FURTHER ORDERED, That if and when carriers' application is made to this Commission for further application of these rules within the State, they furnish with such application a statement showing to what extent collections have been made upon carload traffic as a result of these rules, this statement being a prerequisite to a consideration by the Commission of further application of the rules on intrastate traffic within North Carolina.

By order of the Commission:

R. O. SELF,

This 4th day of January, 1930.

*Clerk.*

Docket No. 6843.

RALEIGH GRANITE COMPANY v. CAROLINA SOUTHERN RAILWAY COMPANY.

ORDER

Petition in the above matter is dated August 30, 1929, and hearing took place in the Commission's office, in Raleigh, December 18, 1929. Both parties agreed with the Commission it would be well that briefs be filed within ten days, setting out facts and argument relied upon to enable the Commission to properly pass upon the case. Briefs have now reached the Commission, the Raleigh Granite Company being represented by Messrs. Parham and Lassiter, Attorneys; and the Carolina Southern Railway by Messrs. J. H. Matthews and John H. Small, Attorneys.

The facts in substance are as follows:

About the 20th day of May, 1928, there was begun a movement of crushed stone to Windsor, N. C., shipped by the Raleigh Granite Company from its Rolesville quarry, on the A. C. L. Railroad, at rate of \$1.25 per ton; and from its Neverson quarry, on the Norfolk Southern Railroad, at \$1.50 per ton. All told the movement amounted to 879 cars, however, the complaint alleging overcharges, and the answer to the complaint alleging undercharges cover a considerably less number of cars and are fully set out in memorandum showing figures, which is made a part of the complaint and answer.

The tariffs under which the above movement took place provides minimum weight shall be 90 per cent of marked capacity of cars. The Carolina



Southern Railway Company advised its connections of its inability to handle cars in excess of 130,000 pounds gross weight, car and contents, and this information was conveyed by both the Atlantic Coast Line and Norfolk Southern to shippers. When the movement started some cars were loaded above 130,000 pounds, car and contents, and the carrier transferred some of the loadings and charged the cost thereof to the shippers. Still some other cars, which were overloaded, that is beyond the 130,000 pounds gross car and contents, moved through to destination without question.

Some cars reaching destination were charged for by the Carolina Southern Railway on basis of 90 per cent marked capacity, while other cars were delivered by them on basis of billed weight, which appears to have been actual weight of contents, and which are, no doubt, some of the cars upon which the Carolina Southern Railway now alleges undercharges and is seeking to offset these undercharges as against overcharges alleged by complainant.

The Commission had before it a similar complaint in the case of Raleigh Granite Company versus Norfolk Southern, order of the Commission dated October 2, 1925, on movement of stone from Graystone, N. C., to Wilson, N. C.

It is apparent that the carriers cannot publish rates carrying minimum weights to which shippers are not allowed to load and at the same time collect revenue based upon such minimum weights. In this case the tariffs provide for minimum based upon 90 per cent marked capacity of car, and aside from the tariffs instructions were issued to the effect that the Carolina Southern Railway Company could not accept cars loaded beyond 130,000 pounds gross car and contents, amounting to the same as saying they could not comply with the tariff.

The Carolina Southern Railway seems to contend that it should be allowed to charge for the minimum of 90 per cent marked capacity of car regardless of the fact shipper was not allowed to load on that basis, but that shippers should have been able to figure out for himself how much stone it would take in each car to produce a weight of 130,000 pounds gross car and contents, and in that way avoid either overweight or underweight, and this, it appears, was expected of shippers notwithstanding scales were not provided at either shipping points upon which to determine weight of cars, all of which had to be weighed at Wilson or Rocky Mount.

The Commission is of the opinion, and so finds, that the carriers by issuing a tariff carrying stipulated minimum weights and filing same with the Commission, at the same time issuing instructions to transportation departments which would prohibit shipper from complying with said tariffs in the matter of minimum weights, makes it unreasonable that shippers be held to strict accountability for minimum weight of cars, and particularly so where carriers fail to provide scales at shipping points.

IT IS THEREFORE ORDERED, That the Carolina Southern Railway Company be, and it is hereby ordered and directed to make refund to the Raleigh Granite Company, complainant in this case, on or before March 10, 1930, the sum of nine hundred fifty-eight dollars and seventeen cents (\$958.17) with interest at six (6%) per cent from September 1, 1928, this amount being the overcharges claimed by the Raleigh Granite Company, based upon actual weight of contents of cars as contained in the movement, these



figures having been verified by both Mr. Baucom, for the Carolina Southern Railway, and by Mr. Shaw, for Raleigh Granite Company, as being correct.

By order of the Commission:

R. O. SELF,

This 3rd day of February, 1930.

*Clerk.*

Docket No. 6854.

IN RE: PETITION OF THE AMERICAN TOBACCO COMPANY TO  
REQUIRE THE DURHAM AND SOUTH CAROLINA RAILROAD  
COMPANY TO CONSTRUCT A SIDETRACK IN THE COUNTY AND  
CITY OF DURHAM, NORTH CAROLINA.

ORDER

This matter coming on to be heard by the Corporation Commission on the twelfth day of February, 1930, the Commission finds:

That the Petitioner, The American Tobacco Company, is a corporation, created and existing under and by virtue of the laws of the State of New Jersey, and is the owner of a large tobacco and cigarette manufactory in the City of Durham and is, also, the owner of large leaf tobacco storage warehouses in the County of Durham beyond the corporate limits of said City.

That the Durham and South Carolina Railroad Company is a railroad corporation which owns a line of railroad extending from a point on the line of railroad of the Durham and Southern Railway Company a short distance southeast of the City of Durham, in Durham County, to the Town of Bonsal, in Chatham County, where it connects with the line of railroad of the Seaboard Air Line Railway Company, and also to the Town of Duncan, where it connects with the Norfolk Southern Railroad Company.

That the Petitioner, The American Tobacco Company, is without sufficient or adequate railroad facilities for the proper conduct of its business in and near the City of Durham, and, in order that said business may be properly carried on and expanded, if desired, it is necessary that the sidetrack described and referred to by the Petitioner in its petition be constructed and operated.

That it appears that the proportion of revenue accruing from the operation of said sidetrack will be sufficient within five years to pay the expense and cost of construction to said Durham and South Carolina Railroad Company.

That the Petitioner filed with this Commission its petition pursuant to the provisions of Section 1044 of the North Carolina Code of 1927, by which it prayed an order of this Commission requiring and directing the Durham and South Carolina Railroad Company to construct and operate the sidetrack therein referred to over and along the route shown on the blueprint map attached to said petition, said route or line of the proposed sidetrack being marked in red upon said blueprint. A copy of said petition was delivered to the President of the Durham and South Carolina Railroad Company, which said Company duly filed with the Corporation Commission its answer to the said petition, reference to which is hereby expressly made for the contents thereof, and by said answer acknowledged the receipt of a copy of the petition herein referred to and expressly waived notice of this proceeding and of the time or times of any hearings in con-



nection herewith or of the making of any orders or decrees herein; admitted the truth of the allegations of said petition and expressed its willingness to abide any order or judgment which might be made and entered in this proceeding, and also waived the provisions of Section 1044 of the North Carolina Code of 1927, restricting the authority of this Commission to require railroad companies to construct sidetracks more than five hundred feet in length, and expressly consented that this Commission might, in this proceeding, order the said railroad company to construct the sidetrack referred to in the said petition; therefore, it is

ORDERED, That the Durham and South Carolina Railroad Company be, and it hereby is, required and directed to construct the sidetrack mentioned and described in the petition and answer in this proceeding along, or substantially along, the route indicated and marked in red on the blueprint attached to the petition filed herein; and, after it is so constructed to operate, or constructed to operate, or cause to be operated, such engines, locomotives, cars, and trains thereon and thereover as may be necessary and desirable for the proper conduct of the business of the Petitioner, The American Tobacco Company; and, it is

FURTHER ORDERED, That the Petitioner advance the cost of constructing said sidetrack, which shall be repaid to the said Petitioner by the Durham and South Carolina Railroad Company out of the revenues derived by it from the operation of said sidetrack during the first five years of its operation; but the said railroad company shall not be required to pay the Petitioner, The American Tobacco Company, any amount in excess of the net revenues during the said five-year period.

By order of the Commission:

This 18th day of February, 1930.

R. O. SELF,  
*Clerk.*

Docket No. 6861.

BEFORE THE CORPORATION COMMISSION OF NORTH CAROLINA:  
IN RE: THE PETITION OF THE AMERICAN TOBACCO COMPANY  
TO THE CORPORATION COMMISSION OF NORTH CAROLINA  
TO DIRECT AND REQUIRE DURHAM AND SOUTH CAROLINA  
RAILROAD COMPANY TO CONSTRUCT A SIDE TRACK IN THE  
COUNTY AND CITY OF DURHAM TO THE FACTORY OF THE  
AMERICAN TOBACCO COMPANY IN THE CITY OF DURHAM.

#### ORDER

This cause coming on to be heard upon the written petition and motion of N. Rosenstein and wife, Mary Rosenstein, S. Berman and wife, Mary Berman, and S. M. Cattis, Jr., Receiver of S. Berman, individually, for an order to be made parties to this proceedings, and the same being heard, and the Corporation Commission being of the opinion that said petitioners have no interest in this cause and are not entitled to be made parties thereto, said motion is denied.

And the cause being further heard upon the motion of N. Rosenstein and wife, Mary Rosenstein, S. Berman and wife, Mary Berman, and S. M. Cattis, Jr., Receiver of S. Berman, individually, upon their motion and petition for an order directed to the American Tobacco Company and the Durham & South Carolina Railroad Company directing each of them to



appear at a time and place designated to show cause why said petitioners should not be permitted to intervene and to file exceptions to the orders heretofore made in the cause, and why the orders heretofore made should not be vacated. After due consideration thereof, all of said motions are denied.

By order of the Commission:  
This 14th day of March, 1930.  
Docket No. 6861.

R. O. SELF,  
*Clerk.*

STATE OF NORTH CAROLINA.  
BEFORE THE CORPORATION COMMISSION.

BRUNSWICK LUMBER COMPANY ET AL., PETITIONERS v. WILMINGTON, BRUNSWICK AND SOUTHERN RAILROAD COMPANY, ATLANTIC COAST LINE RAILROAD COMPANY AND SEABOARD AIR LINE, RESPONDENTS.

ORDER

This case coming up for hearing before the Commission, upon a consideration of the pleadings and evidence

It is ORDERED, That the case be dismissed.

By order of the Commission:  
This March 6th, 1930.  
Docket No. 6687.

R. O. SELF,  
*Clerk.*

WILMINGTON TRAFFIC ASSOCIATION, INC., v. ATLANTIC & YADKIN RAILWAY COMPANY, ATLANTIC COAST LINE RAILROAD COMPANY, CAROLINA & NORTHWESTERN RAILWAY COMPANY, CAROLINA, CLINCHFIELD & OHIO RAILWAY, (ATLANTIC COAST LINE R. R. CO. AND LOUISVILLE AND NASHVILLE R. R. CO. LESSEES) HIGH POINT, RANDLEMAN, ASHEBORO & SOUTHERN R. R. CO., NORFOLK & WESTERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, SOUTHERN RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY, YADKIN RAILROAD COMPANY.

ORDER

Wilmington Traffic Association, Inc., by complaint, dated February 8, 1930, alleges rates on green, salted hides, in carloads, from Wilmington, N. C., to consuming, or tannery points in Western North Carolina are unjust and unreasonable, both per se, and in comparison with existing rates from Norfolk, Va., to the same points of destination and set up as example the following situation, which is undisputed by the carriers:

To	Norfolk, Va.		From	Wilmington, N. C.	
	Miles	Rate		Miles	Rate
Andrews	527	38½		437.1	39½
Asheville	419	35½		328.9	36½
Hazlewood	447	35½		358.8	36½
Old Fort	389	35½		299.1	36½
Rosman	468	35½		378.3	38½



It is pointed out that the rates from Norfolk are commodity rates, whereas the rates from Wilmington are class rates, and the complainant seeks to have reasonable commodity rates established from Wilmington, which will be more in keeping, distance considered, with present rates from Norfolk, Va.

Hearing in this matter was held at the office of the Commission, in Raleigh, March 4, 1930, at which, upon formal application in writing, England, Walton & Company, Inc., of Philadelphia, Pa., was allowed to intervene and become a party to the proceeding.

Complainant introduced evidence showing that to twenty-one destinations in Western North Carolina, average distance from Norfolk being 423 miles, the average rate is 35.6 cents per 100 pounds, or an average of 24.4 per cent of first class as measured by the general Southern class rate scale, while from Wilmington to the same points of destination the average distance is 335.2 miles, the average rate 37.3 cents, which is 28.5 per cent of first class rate as measured by general Southern class rate scale, or an average difference in distance in favor of Wilmington of 87 miles, and an average disadvantage in rate of about 2 cents per 100 pounds, when compared with Norfolk.

Other rate comparisons are given both in Southern territory and Eastern territory tending to support the view that rates in general on green, salted hides, in carloads, range from 21.5 to 27 per cent of the first class rates from and to the same points, when measured by use of the general Southern class rate scale.

Carriers point out that Wilmington has the same rates today as in effect from Norfolk when applied to interstate traffic and express a willingness to make these same rates apply to intrastate traffic. It is conceded that the present Norfolk rates were made arbitrarily something less than Baltimore, and without regard to distance, but it is contended they are low rates and it is urged the situation should not be disturbed pending general revision of hide rates, which it is alleged will soon be necessary on account of Fourth Section requirements. Statement is made that the Southern carriers believe that 30 per cent of the first class rates, under the general Southern class rate scale, would be reasonable basis for hides, in carloads, in this territory. This basis, if applied strictly from both Norfolk and Wilmington to the destinations in question, would give Wilmington an average rate of about four cents per 100 pounds less than from Norfolk.

The Commission is of the opinion, and so finds, that the fact that the present hide rates from Norfolk, Va., to North Carolina points were made arbitrarily less than the rates from Baltimore, is not conclusive that the same rates would be reasonable to apply from Wilmington for an average of 87 miles less distance than Norfolk;

That following precedent in making rates on other commodities, it is likely that rates on green, salted hides should and will be made generally a certain percentage of the first class rates, and that until the hide rates are dealt with in general, the evidence of record in this case will justify rates made no higher than 25 per cent of the first class rates under general Southern class rate scale.

IT IS THEREFORE ORDERED, That carriers named above be, and they are hereby ordered and directed to put in force and effect on or before April 20, 1930, rates on green, salted hides, carload minimum 36,000 pounds,



from Wilmington, N. C., to tannery, or consuming points of destination in North Carolina named on Page 105, Agent Speiden's I. C. C. No. 1326, and Page 422, Agent Cottrell's I. C. C. No. 727, made not to exceed 25 per cent of first class rates as measured by the general Southern class rate scale.

IT IS FURTHERED ORDERED, That for the purpose of this order, the points of destination shall be grouped in like manner as they are now grouped from Norfolk, Va., and rates shall be arrived at by using the average of distance to all the points in each group, and that in arriving at rates, fractions of not less than half cent shall be dropped, and fractions of half cent or more shall be converted to the next higher cent.

By order of the Commission:

R. O. SELF,

This 25th day of March, 1930.

Clerk.

Docket No. 6875.

STATE OF NORTH CAROLINA CORPORATION COMMISSION v.  
COMMON CARRIERS BY RAIL WITHIN THE STATE.

ORDER

At a general session of the North Carolina Corporation Commission, composed of W. T. Lee, Chairman, and George P. Pell, and Stanley Winborne, Commissioners, at the offices of the Commission at Raleigh, North Carolina, on the 21st day of May, 1930,\* at which the Chairman and the Commisisoners, aforesaid, were present, and also in attendance R. O. Self and W. G. Womble, being the Clerk and Director of Railroad Transportation, respectively, of said Commission, there came on regularly for consideration:

The application of the common carriers by rail within the State of North Carolina to cancel certain class and commodity rates between points in North Carolina and publish, maintain, and observe in lieu thereof certain other class rates, and to cancel certain existing intrastate commodity rates;

And it being made to appear to the Commission that the matters and things described in the applications just referred to had already become the subject matter of careful consideration in conference held between representatives of such petitioning carriers, representatives of the shippers, and representatives of the Interstate Commerce Commission and of this Commission, whereat a satisfactory solution of the issues involved in said applications had been reached;

And it appearing that it is now the desire of said parties to present this Commission the results of said conference and request an order of this Commission to effectuate the purposes of the parties as therein agreed to;

And the Commission having first considered the matters and things hereinabove set out and referred to;

NOW THEREFORE IT IS ORDERED:

1. That the class rates prescribed by the Interstate Commerce Commission in Docket No. 13494, *Southern Class Rate Investigation*, 100 I. C. C. 513, and supplemental reports, to wit: 109 I. C. C. 300, 113 I. C. C. 200, and 128 I. C. C. 567, and which are now published for interstate application between points in North Carolina in Agent J. J. Cottrell's *Tariff* I. C. C. 752, be, and the same are hereby, prescribed and authorized to be

published, maintained, and observed as maximum rates on North Carolina intrastate traffic, as of the effective date of this order hereinafter stated.

2. That the present North Carolina intrastate class rates in lieu of which the class rates hereinabove by paragraph numbered 1 of this order, are prescribed and authorized, be and the same are hereby authorized to be cancelled, as of the effective date of this order hereinafter stated.

3. That the present North Carolina intrastate commodity rates on the following commodities:

Beans, Soya, L. C. L.

Boxes, plug tobacco, empty, C. L. minimum weight 20,000 pounds,  
Winston-Salem to Reidsville.

Brick, L. C. L.

Cottonseed, L. C. L.

Cement, L. C. L.

Charcoal, Wood, L. C. L.

Clay Products (Sewer Pipe, etc.), L. C. L.

Excelsior, L. C. L.

Furniture, L. C. L.

Fruits and Vegetables (Apples, Beets, Onions, Cabbage, Potatoes and Turnips), L. C. L.

Ice, L. C. L.

Lime, L. C. L.

Machinery and Machines, C. L.

Melons, L. C. L.

Paper, Scrap or Waste, L. C. L. to Rockingham, N. C.

Peanuts, L. C. L.

Peas, dry, any-quantity.

Plaster, L. C. L.

Salt, L. C. L.

Slate Roofing, C. L.

Soda, caustic, *dry*, C. L. from Canton to Enka, Greensboro and Yadkin,  
N. C.

Soda, caustic, *dry*, C. L. from Canton to Belmont, Kannapolis and Concord, N. C.

Stone, marble, granite, etc., building, L. C. L.

Sugar, L. C. L.

Tile, roofing, L. C. L.

Tobacco, Plug, from Durham and Winston-Salem to Wilmington, N. C.

Tobacco, Ciragettes and Smoking Tobacco, from Winston-Salem to Wilmington, N. C.

Tobacco, Smoking, from Durham to Wilmington, N. C.

Vehicles, L. C. L.

be and the same are hereby authorized to be cancelled, as of the effective date of this order hereinafter stated.

4. That this order shall take effect on the sixth day of June, 1930, that is to say, upon that date the rates in this order prescribed and authorized and those herein authorized to be cancelled shall be published and cancelled, respectively, on said date.

By order of the Commission:

Raleigh, N. C., this 21st day of May, 1930.

Docket No. 6891.

R. O. SELF,  
Clerk.



STATE OF NORTH CAROLINA CORPORATION COMMISSION v.  
COMMON CARRIERS BY RAIL WITHIN THE STATE.

SUPPLEMENTAL ORDER

To enable carriers to comply with Chapter 3513, Public Laws of North Carolina, requiring fifteen days' notice in publishing tariffs carrying advances in rates, carriers having requested additional time for this purpose, our order of this date is hereby amended to the following extent:

Page 2, Paragraph 4, to read:

That this order shall take effect on the 10th day of June, 1930, that is to say, upon that date the rates in this order prescribed and authorized and those herein authorized to be cancelled shall be published and cancelled, respectively, on said date.

By order of the Commission:  
Raleigh, N. C., this 21st day of May, 1930.

R. O. SELF,  
Clerk.

Docket No. 6891.

IN RE: CHANGES IN SCHEDULES OF TRAINS OPERATED BY  
THE SOUTHERN RAILWAY SYSTEM.

ORDER

The Commission having under consideration summer schedules in the Murphy Division of the Southern Railway System, and especially connections of such schedules, it is

ORDERED, That the following schedules shall be observed by the Southern Railway System, effective Sunday, June 22, 1930:

No. .9	No. .7				No. 28	No. .8
1:40 P.M.	7:30 A.M.	Lv.	Asheville	Ar.	9:15 A.M.	2:20 P.M.
4:25 P.M.	10:15 A.M.	Ar.	Bryson	Lv.	6:30 A.M.	11:40 A.M.
	12:30 P.M.	Ar.	Murphy	Lv.		9:20 A.M.

By order of the Commission:  
This 10th day of June, 1930.

R. O. SELF,  
Clerk.

Docket No. 6894.

TURNER WHITE COFFIN COMPANY v. SOUTHERN RAILWAY.

ORDER

This complaint, dated April 3, 1930, seeks reparation on movement of coffin stock, in carloads, from North Wilkesboro, N. C., to Winston-Salem, N. C., based upon rate of 10 cents per 100 pounds in lieu of rate of 17 cents per 100 pounds as charged.

All facts and argument were submitted in writing by Traffic Manager Prince, of Greensboro, representing complainant, and copy thereof was transmitted by our Commission to Freight Traffic Manager Brown, of the Southern Railway, Atlanta, Ga., suggesting he likewise submit in writing all facts and argument, and in this way avoid, if possible, the expense of



a hearing. Mr. Brown's responses and proposal having been submitted to Mr. Prince, and found satisfactory for settlement of entire complaint.

IT IS THEREFORE ORDERED, That the Southern Railway be, and it is hereby ordered and directed to apply on the following cars of wooden coffin stock, carload, from North Wilkesboro, N. C., to Winston-Salem, N. C., rate of 12 cents per 100 pounds, and refund to complainants, Turner White Coffin Company, of Winston-Salem, N. C., the difference between the above rate and 17 cents per 100 pounds, which was charged on these cars.

Paid freight bills of the Southern Railway covering these cars are hereto attached and made a part of this order, as follows:

Waybill No.	Freight Bill No.	Car No.	Date
Southern Ry. 1695 9-14-29	4313	N&W-40926	W-S 9-17-29
Southern Ry. 1449 10-10-29	2852	WM-24920	W-S 10-11-29
Southern Ry. 1196 11- 5-29	1395	PRR-573153	W-S 11- 5-29
Southern Ry. 2205 11-28-29	7777	PRR-90715	W-S 11-29-29
Southern Ry. 1951 12-21-29	5223	Sou-149590	W-S 12-23-29
Southern Ry. 1624 1-10-30	4917	ESLJ-5052	W-S 1-21-30
Southern Ry. 1429 2-13-30	3695	N&W-67604	W-S 2-13-30

IT IS FURTHER ORDERED, That this refund be made on or before July 20, 1930.

By order of the Commission:

This 30th day of June, 1930.

Docket No. 6897.

R. O. SELF,

Clerk.

WILMINGTON TRAFFIC ASSOCIATION, INC., v. ATLANTIC & YADKIN RAILWAY COMPANY, ATLANTIC COAST LINE RAILROAD COMPANY, CAROLINA & NORTHWESTERN RAILWAY COMPANY, CAROLINA, CLINCHFIELD & OHIO RAILWAY, (ATLANTIC COAST LINE R. R. CO. AND LOUISVILLE AND NASHVILLE R. R. CO., LESSEES), HIGH POINT, RANDLEMAN, ASHEBORO & SOUTHERN RAILROAD CO., NORFOLK & WESTERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, SOUTHERN RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY, YADKIN RAILROAD COMPANY.

#### ORDER

Wilmington Traffic Association, Inc., by complaint, dated May 16, 1930, alleges that rates on extracts and tanning materials, carload, from Wilmington, N. C., to consuming or tannery points in Western North Carolina are unreasonable and discriminatory when compared with rates on like commodities from Norfolk, Va., to same points of destination, and set up as an example, in part, the following comparisons:

To	Norfolk, Va.		From Wilmington, N. C.	
	Miles	Rate	Miles	Rate
Andrews, N. C.	527	41½	437	59
Asheville, N. C.	419	40½	329	52
Elkin, N. C.	310	39½	262	47
Hazlewood, N. C.	449	41½	359	54
Old Fort, N. C.	389	40½	299	49



It is pointed out that the rates from Norfolk are commodity rates, whereas, the rates from Wilmington are class rates, and complainant seeks to have reasonable commodity rates established from Wilmington in keeping, distance considered, with present rates from Norfolk.

Hearing in this matter was held at the office of the Commission, in Raleigh, August 19, 1930. Complainant introduced exhibits to show present distances and rates from both Norfolk and Wilmington to these tannery points, all of which points are located upon the Southern Railway lines in Western North Carolina, and set up the contention that Wilmington is entitled to a rate position on these commodities in line, distance considered, with rates from Norfolk measured by applying from Wilmington average rates based upon 28 per cent of first class rates, under general Southern Class Rate Scale, known as K-2 scale, which is the average percentage the present commodity rates from Norfolk bear to the first class rates, which first class rates are now upon basis of the so-called K-2 scale, the destination points to be grouped in the same manner as they are now grouped from Norfolk.

Further testimony was introduced tending to show there are commodity rates in effect on tanning materials from Canton, N. C., to points in Virginia and Georgia, which are in every case less than 28 per cent of first class. To be exact, an average of 23.4 per cent of first class to the 13 points of destination shown in the exhibit.

The carriers took the general position that it is conceded by it concerned that commodity rates should be established from Wilmington, such rates, however, should be on an exact parity with Norfolk; that the present Norfolk rates were made arbitrarily  $3\frac{1}{2}$  cents per 100 pounds less than Baltimore without reference to distance and that distance should be disregarded from Wilmington and the rates arbitrarily made the same as from Norfolk. There are important exceptions to this, in that the Atlantic Coast Line Railroad and Seaboard Air Line Railway, which are the initial lines at Wilmington, while standing generally upon the principle of exact port equalization, these two carriers, nevertheless, proposed certain rates in this case based upon a mileage scale especially constructed for the purpose, which if applied will result in rates from Wilmington some less than Norfolk and which it claimed would make the rates from Wilmington consistent with the group rates from Norfolk.

The two proposals would result as follows:

<i>To</i>	<i>Complainant's Proposal</i>		<i>From</i>		
	<i>Norfolk</i>			<i>Wilmington</i>	
	<i>Average Mi.</i>	<i>Rate</i>		<i>Average Mi.</i>	<i>Rate</i>
Andrews group	474	41½	370	38	
Asheville group	406	40½	319	36	
Elkin group	319	39½	271	34	
<i>Carriers' Proposal</i>					
	<i>Actual Mi.</i>	<i>Rate</i>	<i>Actual Mi.</i>	<i>Rate</i>	
Andrews	527	41½	438	41½	
Brevard	459	41½	334	39½	
Hazlewood	449	41½	358	40	
Rosman	468	41½	343	39½	
Sylva	466	41½	377	40½	

To	Carriers' Proposal		Actual Mi.	Rate
	Actual Mi.	Rate		
Asheville	419	40½	330	39½
Boswell	419	40½	330	39½
Emma	419	40½	330	39½
Morganton	357	40½	268	38
Old Fort	389	40½	300	38½
Sulphur Springs	419	40½	330	39½
Westall	419	40½	330	39½
Elkin	310	39½	262	38
North Wilkesboro	329	39½	281	38½

It will be observed that complainant's proposal would result in differences of 3½ in Andrews group to 5½ in Elkin group in favor of Wilmington, while carriers' proposal ranges in differences from "0" at Andrews to 2½ at Morganton.

The Commission is of the opinion, and so finds, that the fact that the current rates on tanning extracts from Norfolk, Va., to these tannery points were made arbitrarily lower than rates from Baltimore is no sound reason why the same rates would be reasonable to apply from Wilmington, which point is located upon an average distance of 89 miles nearer points of destination than is Norfolk.

The Commission further finds that inasmuch as the Norfolk rates are arbitrarily upon group basis without regard to distance, it follows that it will be both reasonable and logical to make Wilmington rates to similar groups arbitrarily something less than rates from Norfolk.

IT IS THEREFORE ORDERED, That the carriers named above be, and they are hereby ordered and directed to put in force on or before September 10, 1930, on tanning extracts and tanning materials, as described in Item 720, of Agent Cottrell's I. C. C. 727, and Item 4472, Agent Speiden's I. C. C. 1367, rates from Wilmington, N. C., to points of destination, as shown in above named tariffs, in Western North Carolina to which rates are published from Norfolk made 2½ cents per 100 pounds less than current rates from Norfolk, Va.

By order of the Commission:  
This 22nd day of August, 1930.

R. O. SELF,  
Clerk.

Docket No. 6925.

Southern Railway Company to the Commission. Application to close station at Ritter is filed and approved. Later on a petition is filed by the citizens of Ritter and also Fontana with reference to reestablishing agencies at both localities and after being given personal attention by Commissioner Lee these stations were established. No. 6507.

Southern Railway System v. Huntersville Telephone Company. Complaint of wire crossings over tracks at mile post 060-16.9 and mile post 0-12.6 near Huntersville. Adjusted. No. 6684.

Carolina & Northwestern Railway Company to the Commission. Application to change schedule on train Nos. 1 and 2 to make connection with Southern Railway train No. 22 at Newton. Granted. No. 6732.



Southern Railway System to the Commission. Application for discontinuance of trains Nos. 19 and 20 between Bryson City and Murphy. Granted. No. 6738.

Norfolk and Western Railway Company to the Commission. Application for changes in schedules on Abingdon Branch between Abingdon, Virginia, and Elkland, N. C. Granted. No. 6745.

Southern Railway System to the Commission. Changes in schedule and service between Winston-Salem and Greensboro filed and approved. No. 6765.

S. C. Forrest v. Southern Railway Company. Petition to make Efland regular stop for train No. 21. Granted. No. 6773.

Carolina and Northwestern Railway Company to the Commission. Change in schedule of passenger No. 1 and mixed trains Nos. 52 and 53 filed and approved. No. 6779.

Seaboard Air Line Railway Company to the Commission. Application for rearrangement of schedule of trains 23 and 24 between Boykins and Lewiston. Approved. No. 6780.

Mrs. Wm. Herbert Hoffman v. Southern Railway System. Complaint as to crossing at Ruffin. Adjusted. No. 6864.

#### CLAIMS HANDLED BY THE RATE DEPARTMENT.

Atlantic Coast Line Railroad Company's application to make reparation to Kinston Tobacco Company, Inc., covering leaf tobacco, in sheets, from Whiteville, N. C., to Kinston, N. C., covered by Kinston Pros, Nos. 1329, September 18, 1928; 1059, September 14, 1928; 1254, September 17, 1928; 1257, September 17, 1928, and 1060, September 14, 1928, to make refund of difference between rate of 47½ cents per 100 pounds and 36 cents per 100 pounds. Application approved May 24, 1929.

Atlantic Coast Line Railroad Company's application to make reparation to Greenville Tobacco Company on leaf tobacco, in sheets, from Whiteville, N. C., to Greenville, N. C., of difference in rate of 45 and 35½ cents per 100 pounds. Application approved July 31, 1929.

Atlantic Coast Line Railroad Company's application to make refund to Smithfield Tobacco Company, leaf tobacco, in sheets, from Whiteville, N. C., to Smithfield, N. C., of difference in rate of 36½ cents on Smithfield Pros, Nos. 8015, 8017, 8020, 8019, 8016, 8018, 8014, 8013, all dated September 28, 1928. Application approved July 31, 1929.

American Agricultural Chemical Company. Application of Southern Railway to make reparation on Southern-150894, ground limestone from Buquo, N. C., October 19, 1927, consigned to order of Buquo Lime Company, notify H. C. Martin, Stoneville, N. C., amount \$47.23. Application approved February 16, 1929.

American Agricultural Chemical Company. Application of Southern Railway to make reparation of \$301.02 to the American Agricultural Chemical Company on limestone from Buquo, N. C., to Roxboro and Bahama, N. C. Application approved April 20, 1929.

American Agricultural Chemical Company. Application of Southern Railway to refund overcharge of \$233.52 on limestone from Buquo, N. C., to Roxboro, N. C., on Southern cars Nos. 2844, February 15, 1927; 26758, February 28, 1927; 166302, March 21, 1927; and 165748, April 6, 1927. Application approved November 20, 1928.



Atlantic Coast Line Railroad Company's application, dated July 25, 1929, to discontinue Trains No. 52 and No. 53 between Kinston and Weldon, N. C. Hearing was held September 18, 1929, and the Commission found it would be unreasonable to require continuance of these trains in order, dated September 18, 1929.

Atlantic Coast Line Railroad Company's application to discontinue Trains No. 56 and No. 57 between Tarboro and Plymouth, N. C. The matter was heard January 25, 1928, and February 24, 1928. Trains discontinued February 29, 1928.

Atlantic Coast Line Railroad Company's application to discontinue Passenger Trains No. 78 and No. 79 between Fayetteville, N. C., and Florence, S. C. Application granted and trains discontinued June 18, 1930.

Atlantic Coast Line Railroad Company's application to discontinue agency at Bowden, N. C. Application approved January 4, 1929.

Atlantic Coast Line Railroad Company's application to make agency at Dudley, N. C., part time agency. Application approved January 4, 1929.

Atlantic Coast Line Railroad Company's application to make Kingsboro, N. C., a prepay station in charge of a care taker. Application approved October 2, 1929.

Atlantic Coast Line Railroad Company's application to close station at Rennert, N. C., and appoint a care taker effective March 5, 1930. Application approved.

Atlantic Coast Line Railroad Company's application to remove Trains No. 90 and No. 91 between Goldsboro and Rocky Mount, N. C. Approved August 6, 1930.

Atlantic & Yadkin Railway's application to make agency at Bear Creek, N. C., a prepay point, approved January 18, 1929.

Atlantic & Yadkin Railway's application to make Cumnock, N. C., a prepay station, approved May 24, 1930.

I. M. Bailey, Raleigh, N. C., application for refund on unused tickets from St. Louis, Mo., to Asheville, N. C., \$7.50; Kansas City, Mo., to St. Louis, \$3.75; San Francisco to Los Angeles, Cal., \$4.50; Los Angeles, Cal., to Kansas City, Mo., \$24.38; Asheville to Raleigh, N. C., \$3.70; total, \$43.88. Amount refunded by Pullman Company.

Max Bane, Raleigh, N. C., alleged overcharge on bags for cotton covering from Raleigh, N. C., to Norfolk, Va. Claim denied because there was alleged undercharge of \$4.45 on shipment.

Max Bane, Raleigh, N. C., reparation claim paid by Atlantic Coast Line Railroad Company of \$49.77 on scrap iron from Weldon, N. C., to Lynchburg, Va.

Max Bane, Raleigh, N. C., reparation claim paid by Atlantic Coast Line Railroad Company of \$88.80 on scrap iron from Lassiter, N. C., to Oakland City, Ga.

Black Mountain Railway Company, Erwin, Tenn., application to waive undercharge of \$112.00 and protect rate of \$18 per car on feldspar from Foster Rock, N. C., to Bowditch, N. C., approved June 22, 1929.

Carolina Traffic Service, Monroe, N. C., alleged overcharge on cotton from Fayetteville to Greensboro and Ramseur, N. C., for account of Vanstory & Howell, Fayetteville, N. C., amount \$14.53. Claim denied.



Carthage Sand & Gravel Company, A. S. Browne, T. M., overcharge on gravel shipments from Royal to Raleigh, N. C., \$61.19. Claim paid.

Champion Fibre Company, Hamilton, Ohio, overcharge on fourteen cars of waste caustic soda from Enka, N. C., to Canton, N. C., amount \$507.92. Application of Southern Railway approved November 14, 1929.

Charlotte Pipe & Foundry Company, Charlotte, N. C., W. S. Creighton, T. M., reparation claim covering three carload shipments of cast iron pipe from Charlotte to Hendersonville, N. C., amount \$63.17. Claim paid.

Charlotte Pipe & Foundry Company, W. S. Creighton, T. M., Charlotte, N. C., overcharge on three small shipments of metal box tops from Charlotte to Sanford, N. C., amount \$3.43. Claim paid by Seaboard Air Line Railway Company, March, 1930.

Charlotte Pipe & Foundry Company, W. S. Creighton, T. M., Charlotte, N. C., claim for \$1,102.15, loss in weight of nine cars of scrap iron purchased from Piedmont Iron & Metal Company due to difference in scale weight. Commission has no jurisdiction in loss and damage claims.

City Electric Company, Wilmington, N. C., through Merchants & Manufacturers Traffic Service, overcharge on lead covered cable, amount \$2.90. Claim paid.

R. S. Cooper, T. M., Greensboro, N. C., alleged overcharge in feeding livestock at Raleigh, amount \$10.50. Claim denied.

Consolidated Traffic Service, Wilmington, N. C., demurrage charges on ACL-92235, and overcharge claims paid by Wilmington, Brunswick & Southern Railroad Company, amount \$12.07. Claims paid.

Clinchfield Railroad Company's application, dated May 22, 1930, to make station at Boonford a non-agency station, approved June 12, 1930.

Clinchfield Railroad Company's application, dated May 22, 1930, to make Sevier, N. C., a non-agency station, approved July 10, 1930.

Clinchfield Railroad Company's application, dated April 19, 1930, to make Switzerland, N. C., a non-agency station, approved May 2, 1930.

William Crownstream, Bennett, N. C., overcharge on one barrel tar from Greensboro to Bennett, N. C., amount \$1.59. Claim paid by Bonlee & Western Railway Company, March, 1930.

Dewey Brothers, Goldsboro, N. C., overcharge on shipment of structural steel from Goldsboro to Thomasville, N. C., amount \$74.92. Claim paid by High Point, Thomasville & Denton Railroad, April, 1930.

Empire Manufacturing Company, Goldsboro, through J. B. Dickinson, manager, Southern Traffic Service, Wilmington, N. C., alleged overcharge on lumber from Rose to Goldsboro, N. C., on account of alleged clerical error in publishing distance. Claims denied because no clerical error found as distance had been published since 1897.

Galena-Signal Oil Company, Pou & Pou, Attorneys, Raleigh, N. C., alleged overcharge of \$1,785.31 on shipments of petroleum from Wilmington to Greensboro, N. C., on account of alleged error in distance. Claim denied.

Glasgow-Allison Company, W. S. Creighton, T. M., Charlotte, N. C., claim for reparation of \$220.67, on four cars of agricultural implements from Rome, Ga., to Charlotte, N. C. Claim involving interstate rates, Commisison without jurisdiction.



Heater Well Drilling Company, Inc., Raleigh, N. C., claim for damage to switchboard of \$126.15, from Currie, N. C., to Aurora, N. C., against Atlantic Coast Line Railroad Company. Claim paid in January, 1930.

Interstate Amiesite Company, J. B. Dickinson, manager, Southern Traffic Service, Wilmington, reparation claim on amiesite (crushed stone) from Smyth, N. C., to Kenansville, Asheville and Raleigh, \$58.47. Claim denied, May, 1929.

Interstate Amiesite Company, Wilmington, Delaware, application of Southern Railway to make reparation of \$152.85 on two shipments of amiesite from Smyth, N. C., May 2, 1928, in Southern-119573 and Reading-24104, destined to Kenansville, N. C. Application approved, February, 1929.

Mrs. W. T. Lee, Raleigh, N. C., claim against Southeastern Express Company of loss of apples enroute from Waynesville to Raleigh, N. C. Amount, \$1.25. Paid.

McConnell Brothers, Asheville, N. C., overcharge of \$2.25 for reicing vegetables at Asheville, N. C., by Southern Railway, in 1927. Claim paid.

Marshall Lumber Company, H. B. Kyles, T. M., application of Clinchfield Railroad to make reparation of \$5.48 on two cars of lumber from Burnsville, N. C., to Grovestone and Swannanoa, N. C. Application approved December 17, 1928.

Merchants & Manufacturers Traffic Service, Wilmington, N. C., overcharge claim on wrought iron conduit pipe from Winston-Salem, N. C., to Wilson, N. C. Claim paid June 7, 1929.

Merchants & Manufacturers Traffic Service, Wilmington, N. C., overcharge on two shipments of furniture from Wilmington to Southport, N. C., amount \$1.85. Claim paid December 11, 1928.

Merchants Produce Company, Hickory, N. C., through W. S. Creighton, T. M., Charlotte Shippers & Manufacturers Association, Charlotte, N. C., claim for refund of \$10 refrigeration charge on two cars of potatoes moving from Beaufort to Hickory, N. C. Claim paid August 3, 1929.

North Carolina Highway Commission, by Consolidated Traffic Service, Wilmington, N. C., overcharge on contractor's outfit from North Wilkesboro to Raleigh, N. C., amount \$69.58. Claim paid February, 1930, by Southern Railway.

North Carolina Highway Commission, Raleigh, N. C., application of Seaboard Air Line Railway Company to refund on basis of \$3.30 per net ton. Application approved March 4, 1930.

Norfolk Southern Railroad Company's application to remove Trains No. 17 and No. 18 between Washington and Raleigh, N. C., approved December 4, 1929.

Norfolk Southern Railroad Company's application to discontinue Trains No. 30 and No. 31 between Raleigh and Charlotte, N. C., approved May 1, 1930.

Norfolk Southern Railroad Company's application to discontinue parlor car on Trains No. 1 and No. 11 between Norfolk and New Bern, approved and effective February 1, 1929.

Norfolk Southern Railroad Company's application to discontinue agent at Eagle Rock and place care taker there, approved November 22, 1929.

Norfolk Southern Railroad Company's application to discontinue telegraph office at Knightdale, N. C., approved July 18, 1930.



Norfolk Southern Railroad Company's application to discontinue telegraph station at Snowden, N. C., approved July 8, 1930.

Railway Express Agency, Incorporated. Application to discontinue agency at Beulaville, N. C., on account of discontinuance of Kinston Carolina Railroad. Application approved May 8, 1929.

Railway Express Agency's application to close agency at Butters, N. C., approved March 27, 1930.

Railway Express Agency's application to discontinue agency at Duncan N. C., approved January 29, 1929.

Railway Express Agency's application to discontinue agency at High Rock, N. C., approved June 18, 1930.

Railway Express Agency's application to close agency at Middleburg, N. C., approved January 4, 1929.

Railway Express Agency's application to close agency at Newsom, N. C., approved June 21, 1930.

Railway Express Agency's application to close agency at Southmont, N. C. Application denied, July 29, 1930.

Railway Express Agency's application to close agency at Thelma, N. C., approved August 6, 1929.

Raleigh Granite Company, Raleigh, N. C., claim against Norfolk Southern Railroad Company for refund on shipments of crushed granite moving from Neverson to Greenville, N. C., on basis of 79 cents per net ton rate. Refund made.

J. J. Roberson & Sons, Williamston, N. C., claim against Reading Company, Philadelphia, Penn., for refund of \$71.00 on two carloads of hogs for exhibition purposes from Williamston, N. C., to Kutztown, Penn. Refund made in February, 1929.

Shippers Service Bureau, Charlestown, W. Va., overcharge on 200 bags of onion sets from Asheville, N. C., to Shelby, N. C., February 3, 1927, amount \$9.90. Claim paid by Southern, August, 1929.

Seaboard Air Line Railway Company's application to discontinue agency at Addor, N. C., approved June 11, 1930.

Seaboard Air Line Railway Company's application to substitute caboose cars in mixed train service on Louisburg, Pittsboro and Ellenboro branches in lieu of passenger equipment, approved February 13, 1930, on account of scarcity of passengers.

Seaboard Air Line Railway Company's application to discontinue Houston as flag stop for Trains No. 5 and No. 6, approved April 4, 1929.

Seaboard Air Line Railway Company's application to discontinue Houston as flag stop for Trains No. 11 and No. 12, approved November 22, 1929.

Seaboard Air Line Railway Company's application to discontinue caretaker at Mineral Springs, N. C., approved July 30, 1930.

Seaboard Air Line Railway Company's application to discontinue East Durham, N. C., as a flag station, approved May 24, 1929.

Seaboard Air Line Railway Company's application to change schedule of Train No. 211 between Henderson and Durham, approved February 5, 1930.

Seaboard Air Line Railway Company's application to make Train No. 16 between Monroe and Charlotte, N. C., mixed train and change schedule, approved June 25, 1930.

Seaboard Air Line Railway Company's application to make change in schedule of Trains No. 104 and No. 203, approved August 3, 1929.



Seaboard Air Line Railway Company's application to discontinue Claybrick, N. C., as flag stop for Trains No. 13 and No. 14, approved March 28, 1930.

Seaboard Air Line Railway Company's application to make Ridgeway, N. C., a seasonal agency. Application withdrawn by letter from Vice-President Stanley, dated May 27, 1930.

Seaboard Air Line Railway Company's station at Sanford, N. C. Complaint of Tamar V. Crump relative to sanitary conditions. Conditions improved after negotiations with Railroad Company.

Southeastern Express Company's application to close agency at West Canton, N. C., approved May 22, 1930.

Southeastern Express Company's application to close agency at Cumnock, N. C., because railroad agency discontinued, approved and effective June 15, 1929.

Southeastern Express Company's application to close agency at East Durham, N. C., approved February 18, 1929.

Southeastern Express Company's application to close agency at Eufola, N. C., approved October 23, 1929.

Southeastern Express Company's application to close agency at German-ton, N. C., withdrawn in letter of October 10, 1929.

Southeastern Express Company's application to close agency at Skyland, N. C., approved October 14, 1929.

Southern Railway's application to close East Durham agency, approved January 29, 1930.

Southern Railway's application to discontinue agency at Shoals, N. C., approved by order of Commission, dated May 24, 1929.

Southern Railway's application to discontinue freight and ticket agency at Thermal, N. C., withdrawn February 6, 1929.

Southern Railway's application to make Tobaccoville, N. C., a prepay station, approved June 2, 1930.

Southern Mercerizing Company, Tryon, N. C., application of Danville & Western Railway Company to protect rate of 30 cents per 100 pounds on movement of cotton yarn shipments from Rockwell, N. C., to Tryon, N. C., amount \$42.32. Application approved February 2, 1929.

Southern Traffic Service, J. B. Dickinson, manager, Wilmington, N. C., overcharge on cinders from Moncure to Wilmington, N. C., claim against Norfolk Southern Railroad for \$20.62 in favor of Carolina Power & Light Company. Paid February, 1929.

D. D. Stalls, Williamston, N. C., overcharge of \$52.80 against Baltimore & Ohio Railroad Company, potatoes from Palmyra, N. C., to Cincinnati, Ohio. Adjusted.

W. C. Surratt, Earl, N. C., overcharge of \$3.00 against Southern Railway on car of nitrate of soda from Wilmington, N. C., to Earl, N. C., February 19, 1929. Claim paid March, 1929.

J. N. Sloan & Company, Charlotte, N. C., claim against Norfolk Southern Railroad for refund of rental charge of \$5.00 per car on five cars of potatoes from Beaufort to Charlotte, amount \$25.00. Paid, May, 1929.

C. L. Thompson, application of Clinchfield Railroad to make reparation on two cars of lumber moving from Burnsville to Grovestone, N. C., in C. C. & O.-2444 and C. C. & O.-3665, January 17 and May 8, 1928, amount \$17.55. Application approved, December 30, 1929.



Traffic Service, Inc., P. H. Johansen, T. M., Asheville, N. C., refund of \$34.07 on account of overcharge by Southern Railway on car of livestock moving from Robbinsville to Taylorville, N. C. Claim paid January, 1930.

Turner-White Coffin Company, Morris Prince, T. M., Greensboro, N. C., claim for \$310.36, reparation claim against Southern Railway on coffin stock from North Wilkesboro, Winston-Salem, N. C. Order of Commission ordering claim paid, dated June 30, 1930.

Western Carolina Lumber & Timber Association, H. B. Kyles, secretary-traffic manager, Asheville, N. C., claim against Southern Railway that rates based upon West Canton combination are lower than published through rates on lumber from Woodrow, N. C., to Asheville, N. C., amount \$2.44. Claim paid, July, 1930.

Western Carolina Lumber & Timber Association, H. B. Kyles, secretary-traffic manager, Asheville, N. C., claim against Southern Railway for overcharge of \$3.65 on lumber from Woodrow, N. C., to Hickory, N. C. Claim paid, July, 1930.

Western Carolina Lumber & Timber Association, H. B. Kyles, secretary-traffic manager, Asheville, claim against Southern Railway for overcharge of \$4.35 on lumber from Woodrow, N. C., to Statesville, N. C. Claim paid July, 1930.

Winston-Salem Southbound Railway Company's application to close agency at Newsom, N. C., and make same a prepay point, approved June 18, 1930.

J. W. Zimmerman & Company, W. S. Creighton, T. M., Charlotte Shippers & Manufacturers Association, Charlotte, N. C., overcharge claim against Atlantic Coast Line Railroad Company on car of potatoes from Goldsboro to Charlotte, N. C., \$13.97. Claim paid by approval of Commission, dated July 17, 1930, of application of A. C. L. Railroad Co. to pay same on basis of 38½ cents.

## BUS COMPANIES

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 28, COVERING MOTOR VEHICLE PASSENGER OPERATION BETWEEN WINSTON-SALEM AND ALBEMARLE AND BETWEEN WILMINGTON AND CAROLINA BEACH.

### ORDER

It coming to the attention of the Commission that the holder of the franchise certificate authorizing passenger bus transportation between Winston-Salem and Albemarle via Walburg, Thomasville and Denton over county highways and between Wilmington and Carolina Beach via county highways has failed to comply with the law with reference to such operators in many respects, to wit: failure to pay his bus station rent, comply with the insurance requirements, etc.; therefore, it is

ORDERED, That the said certificate No. 28 be, and the same is hereby cancelled as of November 21, 1928.

By order of the Commission:  
This 21st day of November, 1928.

R. O. SELF,  
Clerk.



IN RE: TRANSFER OF FRANCHISE CERTIFICATE NO. 157 OF  
THE SOUTHERN COACH COMPANY TO THE CAROLINA COACH  
COMPANY.

ORDER

Application having been made to the North Carolina Corporation Commission for authority to consolidate the Southern Coach Company's bus operation with that of the Carolina Coach Company and the provisions of the law having been complied with with respect thereto, it is

ORDERED, That Certificate No. 147 of the Carolina Coach Company be, and the same is hereby amended as of March 26, 1929, to include the exclusive bus operation for passenger service between Greensboro and Charlotte via Salisbury, State Highways Nos. 10 and 15.

By order of the Commission:  
This 26th day of March, 1929.

R. O. SELF,  
*Clerk.*

IN RE: W. W. CALL MOTOR COMPANY, PETITIONER, v. LEE  
MEADLOCK, OPERATING AS STATESVILLE-TAYLORSVILLE-  
LENOIR BUS LINE, RESPONDENT.

ORDER—EXTRA COPY

In this case it was developed that when bus franchises were originally issued there were several operators operating between North Wilkesboro and Statesville, one of which was acquired by Lee Meadlock, who, in turn, sold the schedules acquired thereunder to W. T. Colvard and signed a contract with him to the effect that he would interfere in no manner with the future operation of the said line. W. T. Colvard, in turn, sold this operation to the W. W. Call Motor Company and delivered to it his contract with Meadlock.

The petitioner now claims that Meadlock, by virtue of the purchase of another franchise, is operating over this road between Taylorsville and Statesville; and, since this involves the question of contract, over which this Commission has no control, it is, therefore,

ORDERED, That the petition be, and is hereby dismissed.

By order of the Commission:  
This 30th day of July, 1929.

R. O. SELF,  
*Clerk.*

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 28,  
CENTRAL COACH LINES, INC., HIGH POINT, NORTH CAROLINA.

ORDER

Mr. H. F. Moore, an officer of the Central Coach Lines, Inc., cited by the Clerk of the Commission, in accordance with the statute, to show cause why Franchise Certificate No. 28 should not be cancelled under Paragraph 9, Subsection (b), Section 10, Chapter 136, Public Laws of 1927, and the case coming on to be heard in accordance with said notice at eleven o'clock a. m., August 13, 1929, the respondent was represented by Mr. John W. Hester, attorney-at-law, Durham, N. C., who proposed the appointing of a trustee to handle the business of the express line pending its reorganiza-



tion over a period which would give it opportunity to collect lease rentals and pay its indebtedness.

For several years this line has been operated in a very negligent manner, and its manner of operation has done more to injure motor express business in this State than any other operation on our list. Debts have been incurred and breaches of contracts made by the company until its credit has been destroyed. The trucks in which the company has an interest are in danger of being repossessed by the creditors. Lax management has let such equipment run down until truck movements are uncertain. Collect on delivery shipments have gone unsatisfied until many of the best shippers on the line have sought other transportation facilities. It is expressing the facts mildly when it is stated that it is not unusual for tax checks to be repeatedly returned unpaid. Officers of this company have been notified many times of its condition, and the question of betterment has been discussed often with them without result; therefore, it is the opinion of the Commission that in order to better this service and improve the standing of such transportation generally that it is necessary to cancel the franchise certificate of this operator and if possible secure others who are more responsible and who are more responsive to the interests of the public; therefore, for failure to carry out the rules, regulations and instructions of the Commission and because of general neglect in complying with provisions of the statute, it is

ORDERED, That Franchise Certificate No. 28, dated July 1, 1928, and issued to Central Coach Lines, Inc., High Point, N. C., be, and the same is hereby, cancelled as of date of this order. It is

FURTHER ORDERED, That the Tri-City Motor Express, High Point, N. C., be granted franchise certificate to operate motor freight service over Highway No. 10 from Greensboro to High Point and over Highway No. 77 from High Point to Winston-Salem, and that the Carolina Storage and Distributing Company, Raleigh, North Carolina, be granted a franchise certificate for similar operation over Highway No. 10 between Raleigh and Greensboro.

By order of the Commission:  
This 13th day of August, 1929.

R. O. SELF,  
Clerk.

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 28,  
CENTRAL COACH LINES, INCORPORATED, HIGH POINT, N. C.

#### ORDER OVERRULING EXCEPTIONS

This Commission, after due notice and hearing, issued an order, dated August 13, 1929, cancelling Franchise Certificate No. 28, held by the Central Coach Lines, Incorporated, of High Point, North Carolina. The respondent was represented at this hearing by H. F. Moore, manager of the Central Coach Lines, Incorporated, and its counsel, John W. Hester.

The respondent, the Central Coach Lines, Incorporated, through its attorney, John W. Hester, now files exceptions to said order, in which it is alleged that the respondent was given no notice of the contemplated cancellation of the said Franchise Certificate No. 28.

It appears from the record of this case, in the office of the Commission, that the Central Coach Lines, Incorporated, H. F. Moore, manager, High



Point, North Carolina, was notified in letter, dated April 4, 1929, to show cause on or before April 15th why his Franchise Certificate No. 28 should not be cancelled for leasing his operation without first having secured the approval of the Commission, as required under the statute.

The said Central Coach Lines, Incorporated, through its manager, Mr. Moore, with the lessees appeared and made statements to the effect that under the contract with the lessees all shippers would be paid all outstanding C. O. D. bills. Action with reference to cancelling the Franchise Certificate was continued and was conditionally and indefinitely postponed, pending the joint submission by lessor and lessees of a list of the C. O. D. indebtedness of the Central Coach Lines, Incorporated, with receipts, showing that same had been paid or satisfactory arrangement made with the creditors for deferred payment. Consistent with the experience of the Commission, the lessees were unable to get action from respondent with reference to carrying out the terms of the contract and they, accordingly, advised the Commission that since the amount of the indebtedness was so much in excess of what the said Central Coach Lines, Incorporated, had represented, and since the lease rentals were not being used by the said Central Coach Lines, Incorporated, to reduce same, they were surrendering the said lease, which had been conditionally and temporarily approved by the Commission pending financial adjustment. This notice was given by the lessees to the Commission on August 9th, and both lessees of the said Central Coach Lines, Incorporated, and H. F. Moore, manager of the Central Coach Lines, Incorporated, were advised orally that on Tuesday, August 13, 1929, at ten o'clock a. m., the Commission would further discuss the deferred question of the disposition of the said Franchise Certificate No. 28.

Hearing was had on August 13, 1929, which resulted in the order of the Commission of the same date, revoking the said Franchise Certificate No. 28. It is now, therefore,

ORDERED, That each and all of the exceptions be, and they are hereby overruled.

By order of the Commission:  
This 6th day of November, 1929.

R. O. SELF,  
Clerk.

IN RE: EXPIRATION OF FRANCHISE CERTIFICATE NO. 175 OF  
THE STATESVILLE-TAYLORSVILLE-LENOIR BUS LINE AND  
APPLICATION FOR ITS RENEWAL.

ORDER

Franchise Certificate No. 175, issued to Lee Meadlock operating as the Statesville-Taylorsville-Lenoir Bus Line, having expired on August 9, 1929, and the operation thereunder having been unsatisfactory, the Commission, in its direction,

ORDERS, That Franchise No. 175 shall not be renewed.

This order shall be effective from and after October 1, 1929.

By order of the Commission:  
This 17th day of September, 1929.

R. O. SELF,  
Clerk.



IN RE: APPLICATION OF THE LENOIR-BLOWING ROCK LINE, INC., LENOIR, N. C., FOR FRANCHISE CERTIFICATE TO COVER OPERATION UNDER CHAPTER 136, PUBLIC LAWS OF 1927, BETWEEN LENOIR AND TAYLORSVILLE, HIGHWAYS NOS. 18 AND 90.

ORDER

Mr. Lee Meadlock, on behalf of the Lenoir-Blowing Rock Line, Incorporated, having made application for permission to operate a passenger service by motor vehicle between Lenoir and Taylorsville on Highways Nos. 18 and 90, it is

ORDERED, That Franchise Certificate No. 22, issued to the Lenoir-Blowing Rock Line, Incorporated, be amended to include the operation for which application is made.

By order of the Commission:  
The 1st day of October, 1929.

R. O. SELF,  
Clerk.

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 223, CARROLL'S MOTOR EXPRESS, J. T. CARROLL, OWNER, HALLSBORO, NORTH CAROLINA.

ORDER

Notice having been duly served by the Clerk of the Commission on J. T. Carroll, operator of Carroll's Motor Express, Hallsboro, North Carolina, in letter dated August 13, 1929, giving him until August 20, 1929, to settle delinquent franchise tax with the Department of Revenue and pay all outstanding C. O. D. accounts in order to continue in force his franchise certificate covering the operation, and information now received by the Commission being to the effect that settlement of tax has not yet been made; it is, therefore, under authority granted in Section 10, Paragraph (a), subsection (1), Chapter 136, Public Laws of 1927,

ORDERED, That Franchise Certificate No. 223, issued to J. T. Carroll, operating as Carroll's Motor Express, Hallsboro, North Carolina, covering operation of motor express or freight service between Wilmington, North Carolina, and Hamlet, North Carolina, via Highway No. 20 to Whiteville, 21 to Clarkton, 211 to Lumberton and 20 to Hamlet, is cancelled, effective as of the date of this order.

By order of the Commission:  
This 7th day of November, 1929.

R. O. SELF,  
Clerk.

IN RE: PIEDMONT TRANSPORTATION COMPANY, INC., UNION, SOUTH CAROLINA.

ORDER

This company made application and obtained a franchise certificate to operate a passenger bus line from points in South Carolina to Monroe, North Carolina, via Waxhaw and Mineral Springs, North Carolina.

This operation has now been abandoned by the petitioner and, it is hereby ORDERED, That said franchise certificate be, and the same is, hereby cancelled.

By order of the Commission:  
This 23rd day of November, 1929.

R. O. SELF,  
Clerk.



## IN RE: PETITION OF THE EASTERN PIEDMONT TRANSPORTATION COMPANY.

## ORDER

This cause came on to be heard upon the petition, argument and contentions of both the petitioner and the opponents, and was submitted upon the petition, argument and contentions of the parties.

The petition seeks a franchise certificate over North Carolina Highway Route No. 10 from Raleigh to Durham, thence over Highway No. 13 to the North Carolina-Virginia state line. It appears that the Carolina Coach Company holds a certificate over Highway Route No. 10 from Raleigh to Durham and that the Durham-Roxboro-Danville Line holds a certificate over Highway Route No. 13 to Roxboro, which is only a short distance south of the North Carolina-Virginia state line. An intrastate franchise certificate is sought for the purpose of operating between Raleigh, North Carolina, via Durham and the North Carolina-Virginia state line.

There appears to be no public convenience and necessity which requires the granting of additional service over the proposed route, due to the fact that the operations between Raleigh and Durham and between Durham and Roxboro are sufficient to meet the demands of the traveling public or its reasonable convenience and necessity.

The applicant having failed to show that the reasonable public convenience and necessity requires the granting of additional service over the routes described, there is no authority vested in the Commission for issuing the certificate sought. Upon the findings of the Commission, therefore, upon the petition, argument, and contentions of the parties it is

ORDERED, ADJUDGED AND DECREED, That the petition be, and it is hereby dismissed.

By order of the Commission:  
This 31st day of December, 1929.

R. O. SELF,  
*Clerk.*

## IN RE: APPLICATION OF THE EASTERN PIEDMONT TRANSPORTATION COMPANY.

## ORDER

This cause came on to be heard upon the petition seeking a motor vehicle franchise certificate for the privilege of operating a bus line between Raleigh and Greensboro via Nelson and Chapel Hill over routes Nos. 10, 54 and 10 and was heard upon the petition, argument and evidence of both the applicant and protestant.

It appears to the Commission that the proposed operation duplicates the operation of the Carolina Coach Company as to the points served although not over the same routes over which the Carolina Coach Company operates, while it is true the operation serving Chapel Hill is from Durham to Chapel Hill and return, or the reverse direction. There is a shortening of the distance required for the operation by the routes proposed by the petition, although it is also apparent from the contentions, argument and evidence that the establishment of the operation as proposed will result in a competition for through passengers from Raleigh to Greensboro as between the Eastern Piedmont Transportation Company



and the Carolina Coach Company. The new business that could be developed on the proposed route, which is not now served by the present operator between Raleigh and Greensboro, and between Durham and Chapel Hill, could not possibly support the operation; and, the record does not disclose the necessity nor the demand for additional service between Greensboro and Raleigh. As to the operation from Chapel Hill to Durham, it does not appear that any public demand is felt other than the mere absence of an operation over the route proposed by the petition.

In view of these facts, public convenience and necessity does not demand the establishment of the additional operation; and, in the absence of a finding to the effect that the public convenience and necessity will be served by the granting of the franchise certificate for the operation proposed, the Commission is without authority to grant a certificate; therefore, it is

ORDERED, ADJUDGED AND DECREED, That the petition be, and is hereby dismissed.

By order of the Commission:

This 31st day of December, 1929.

R. O. SELF,

*Clerk.*

IN RE: PETITION OF THE SAFETY TRANSIT COMPANY,  
INCORPORATED.

ORDER

This cause coming on to be heard upon the petition, and being considered upon the argument, statements, and contentions of the petitioner and protestants, and it appearing therefrom that the application seeks a motor vehicle franchise certificate for an intrastate operation from Rockingham to the North Carolina-South Carolina state line and, for the purpose of operating a schedule under said franchise, is seeking also permission to operate over the State Highway from Sanford to Rockingham without taking on at either point passengers destined to the other point and any point between; and, it further appearing that the Camel City Coach Company, one of the protestants, has not operated schedules from Rockingham to the North Carolina-South Carolina state line under its motor vehicle franchise certificate granted November 1, 1927, and cancelled by request of the Camel City Coach Company, effective May 9, 1928, and that, therefore, there is no outstanding motor vehicle franchise certificate intrastate from Rockingham to the North Carolina-South Carolina state line; and it further appearing that the public convenience and necessity justify the granting of the franchise certificate; it is, now, therefore,

ORDERED, ADJUDGED AND DECREED by the Commission

*First:* That the Safety Transit Company be, and it is hereby granted a motor vehicle franchise certificate to operate over North Carolina Highway Route No. 50 from Rockingham to the North Carolina-South Carolina state line.

*Second:* That the Safety Transit Company, its agents, employees and representatives shall not sell tickets or transport passengers entering buses either at Sanford or Rockingham destined to the other, or to any point between these two points.

By order of the Commission:

This 31st day of December, 1929.

R. O. SELF,

*Clerk.*



IN RE: ORDER OF THE CORPORATION COMMISSION OF DECEMBER 31, 1929, WITH REFERENCE TO THE SAFETY TRANSIT COMPANY OPERATING INTERSTATE.

ORDER

The Commission issued an order on the the 31st day of December, 1929, granting to the Safety Transit Company the right to operate buses between Rockingham, North Carolina, and the North Carolina-South Carolina state line, over Route No. 50, and provided:

*"Second: That the Safety Transit Company, its agents, employees and representatives shall not sell tickets or transport passengers entering buses either at Sanford or Rockingham destined to the other, or to any point between these two points."*

Objection has been made to the language of this order, with reference to the limitations set up therein; therefore, it is

ORDERED, That that part of the Commission's Order of December 31, 1929, quoted above be stricken out and that the following be substituted therefor:

*Second: That the Safety Transit Company, its agents, employees and representatives shall transport on State Highway Route No. 50 for that part of the route lying between Sanford and Rockingham only such passengers as are traveling in interstate commerce.*

By order of the Commission:  
This 20th day of February, 1930.

R. O. SELF,  
*Clerk.*

IN RE: APPLICATION OF THE SOUTHERN MOTOR TRANSIT COMPANY, INCORPORATED, OF VIRGINIA, FOR MOTOR VEHICLE FRANCHISE CERTIFICATE.

ORDER

This cause came on to be heard on the petition, argument and contentions of the petitioner and the opponents, and was submitted for consideration upon such petition, argument and contentions.

The petitioner seeks a franchise certificate over Highway Routes Nos. 50, 702, 70 and 50 between the North Carolina-Virginia state line and the North Carolina-South Carolina state line, proposing in connection with such an intrastate certificate to operate only an interstate service.

All the routes named in the petition are now covered by intrastate franchise certificates heretofore issued by this Commisison, except as between Rockingham and the North Carolina-South Carolina state line over Highway Route No. 50. The intrastate service rendered under these certificates appears to be sufficient to meet the reasonable public convenience and necessity and no evidence is offered in support of a finding that the reasonable public convenience and necessity requires the establishment of an additional intrastate service.

Under the Bus Law, Chapter 136, Public Laws of 1927, the Commission is not authorized to issue an intrastate franchise certificate to be used in connection with an operation devoted solely to an interstate service. The Commission has jurisdiction to require an interstate operator to comply



with all rules and regulations which, according to law, fall under the classification of the exercise of the police power, but the issuance of an intrastate franchise certificate for use solely in connection with an interstate franchise is not authorized. The petitioner seeking the intrastate franchise certificate, the only certificate which Chapter 136, Public Laws of 1927, authorizes this Commission to issue, and failing to submit evidence justifying a finding that the reasonable public convenience and necessity require the additional service, is not entitled to the franchise certificate sought. Upon the findings of the Commission, therefore, it is

ORDERED, ADJUDGED AND DECREED, That the petition be, and it is hereby dismissed.

By order of the Commission:

R. O. SELF,

This 31st day of December, 1929.

*Clerk.*

IN RE: PETITION OF THE DURHAM PUBLIC SERVICE COMPANY  
CONCERNING STREET CAR AND BUS SERVICE AND FARES.

ORDER

Petitioner in this case comes to the Commission with an agreement with the City of Durham, with reference to discontinuing the remaining street cars in service in the City of Durham and the substitution therefor of motor vehicle buses.

Prior to this time, the Petitioner has abandoned street car service on several streets in the City of Durham and has substituted therefor motor buses. This has proved so satisfactory that the city has now agreed to the discontinuance of all street car service for a trial period of ninety days in order to try out bus service on Main street. The Company has purchased a number of buses, which are now ready to be placed in operation under this agreement.

The agreement between the Petitioner and the City of Durham also affects the fares to be charged for the new service. At the request of the City, the Company has agreed to charge a top rate for casual rider of ten cents and to continue its former rate of four fares for thirty cents; therefore, it is

ORDERED, That the Petitioner be, and is hereby authorized to discontinue its street car service in the City of Durham and to substitute therefor motor vehicle bus service and to charge a fare of ten cents for the casual rider and to sell four tokens for thirty cents, effective Sunday, January 26, 1930, at 12:01 a. m.

By order of the Commission:

R. O. SELF,

This 22nd day of January, 1930.

*Clerk.*

IN RE: FRANCHISE CERTIFICATE NO. 284 ISSUED TO COASTAL  
COACH COMPANY, INC., ELIZABETHTOWN, N. C.

ORDER

Because of the abandonment of service on the line between Fayetteville and Wilmington via Elizabethtown, Highways Nos. 21 and 20, and between Wilmington and Southport via Supply, Highways Nos. 20, 30 and 130, it is

ORDERED, That Franchise Certificate No. 284 be, and it is hereby, cancelled effective immediately. It is

FURTHER ORDERED, That the Coastal Coach Company's Bus Tags Nos. 2199, 2200 and 2225 be surrendered to the Commission at once.

By order of the Commission:

R. O. SELF,

This 10th day of February, 1930.

## IN RE: BUS STATION AT KINSTON.

### ORDER

The Commission included the town of Kinston in its first order locating Bus Stations. The Seashore Transportation Company, being the largest operator there, complied therewith by obtaining a place at a rental of \$40.00 per month, agreeing to assume \$25.00 and let Southerland Brothers and J. M. Mitchell pay the remaining \$15.00. So far as this office is advised, the other operators have not participated in its maintenance, therefore, it is

ORDERED, That the room now used as a Union Bus Station back of the drugstore in Kinston is hereby approved, until further order, as the Union Bus Station in said town and that the monthly rental of \$40.00 shall be divided between the operators as follows:

The Seashore Transportation Company.....	\$25.00
Southerland Brothers .....	7.50
J. E. Mitchell.....	7.50

The above amounts shall be paid in advance on the first of each month to the proprietor of said building.

The proprietor of the said building is hereby authorized to see that the said station is properly operated and maintained even to keeping the street space in front thereof clear for the convenient ingress and egress of passengers between the station and the buses, and all buses shall have right-of-way at parking at the curb in the order of their departure, but no bus shall be permitted to park for passengers earlier than ten minutes before it is due to depart on a schedule.

A copy of this order is hereby ordered sent to the Mayor of the town of Kinston and ask that it be adopted by his board and copy put in the hands of his Chief of Police to enforce.

By order of the Commission:

R. O. SELF,

This 29th day of April, 1930.

Clerk.

## MOTOR BUS LINES

### OUTSTANDING FRANCHISES GRANTED UNDER AUTHORITY OF CHAPTER 136, PUBLIC LAWS OF NORTH CAROLINA, 1927.

*(Name of Company, Description of Route. Numbers shown are State Highway Numbers.)*

Bethel-Columbia Bus Line, A. B. Babcock, Owner, Tarboro, N. C.

Bethel to Plymouth, 90; Wilson to Tarboro, 42 and 12.

Blizard and Banks Motor Express, R. A. Blizard, R. A. Banks, Mount Airy, N. C.

Mt. Airy to Greensboro via Winston-Salem, and Kernersville, 66 and 60. Boone Transfer Co., Odes Wilson, Owner, Zionville, N. C.



- Boone to N. C.-Tenn. State Line, via Vilas and Zionville, destination Bristol, Va.-Tenn., 60.
- Bratcher, J. C., Beulaville, N. C.  
Beulaville to Kinston, via Kenansville, 24 and 11; Beulaville to Wilmington, 41 and 40 (without privilege of local work between Wallace and Wilmington).
- Call Motor Co., W. W., Mrs. W. W. Call, Ira D. Payne, North Wilkesboro, N. C.  
North Wilkesboro to Statesville, 16 and 90, via Taylorsville.
- Camel City Coach Co., J. L. Gilmer, Pres., T. C. Guerrant, Asst. Treas., Winston-Salem, N. C.  
Winston-Salem to Charlotte, 65, 90 and 26; Winston-Salem to N. C.-Va. State Line, destination Martinsville, etc., 77; Winston-Salem to Mount Airy, 66; Winston-Salem to High Point, 77; Winston-Salem to Greensboro via Kernersville, 60; Winston-Salem to North Wilkesboro, 60; Winston-Salem to Lexington, 66; Salisbury to Mocksville, 80; Charlotte to N. C.-S. C. State Line via Pineville, 26 and 261; Statesville to Mt. Airy, 26, 268 and 80; Greensboro to N. C.-Va. State Line, 70, destination Danville, Va.; Mt. Airy to N. C.-Va. State Line, destination Hillsville, Va., 66; North Wilkesboro to N. C. State Line via 60 and 16 via West Jefferson, and also 60 and Boone and Zionville; Jefferson to Boone, 69.
- Capital Coast Express Co., W. P. Creech, Sec. and Treas., Clayton, N. C.  
Raleigh to Kinston, 10
- Carolina Coach Co., H. H. Hearn, Gen'l Mgr., Raleigh, N. C.  
Raleigh to Greensboro, 10; Raleigh to Rocky Mt., 90; Raleigh to Wilson, 90 and 91; Raleigh to Fayetteville, 21, 60 and 22, via Lillington and Dunn; Durham to Chapel Hill, 75; Greensboro to Charlotte, via Salisbury, 10 and 15; Rocky Mt. to Greenville, via Bethel, 11 and 90; Rocky Mt. to Winton, 90 to Tarboro, 12 to Rich Square, 305 to Aulander and 30 to Winton; Greensboro to Charlotte, via Salisbury, 10 and 15; Winton to N. C.-Va. State Line, 30 via Gatesville, Sunbury and Corapeake; also, Rich Square to Winton via Murfreesboro, 12 and 48.
- Carolina Lines, Inc., M. H. Sutton, Pres., New Bern, N. C.  
New Bern to Kinston via Pollocksville and Trenton, 30 and 12; New Bern to Raleigh via Kinston and Goldsboro, 10; Goldsboro to Rocky Mount, 40; Rocky Mount to Williamston, 90; Kinston to Bethel, 11; Kinston to Farmville via Snow Hill, 12; Wilson to Washington, 91; New Bern to Williamston via Washington, 30; New Bern to Beaufort, 10 and 101.
- Carolina Motor Express, R. E. Mabe, Box 353, Spray, N. C.  
Draper to Greensboro via Leaksville, Spray and Reidsville, 709, 65 and 70; Leaksville to Stoneville via County Roads, thence via 77 to Winston-Salem.
- Carolina-Norfolk Truck Line, J. M. Spance, Pres., 307 Bk. of Commerce Bldg., Norfolk, Va.  
Wilson to N. C.-Va. State Line, destination Norfolk, Va., via Tarboro, Rich Square, Aulander, Winton, Gatesville, Sunbury and Corapeake, 42, 12, 305 and 30.
- Carolina Scenic Coach Line, McD. Turner, Owner, 649 Poplar St., Spartanburg, S. C.  
Hendersonville to Tryon, 191.
- Carteret Transit Co., D. M. DeNoyer, Beaufort, N. C.  
Beaufort to Atlantic via Davis and Sea Level.
- Charlotte-Raleigh Bus Line, W. E. Smith, Sec., Albemarle, N. C.  
Raleigh to Charlotte, via Sanford and Albemarle, 27, 74, 75 and 50.
- Chitty Transfer Company, T. D. Chitty, Murfreesboro, N. C.  
Murfreesboro to Littleton, 48; Weldon to Enfield, 40; Murfreesboro to Woodland, 12; Woodland to Severn, County Road; Murfreesboro to N. C.-Va. State Line via Como, 12.



Coastal Coach Lines, Inc., H. A. Williams, Jr., Sec., 443 Law Building, Norfolk, Va.

Elizabeth City to N. C.-Va. State Line, destination Norfolk, Va., 34, via Camden, Sligo and Moyock; Washington to N. C.-Va. State Line, destination Norfolk, Va., 30, 342, 34 and 341, via Elizabeth City and South Mills.

Collins, A. E., Maysville, N. C.  
New Bern to Wilmington, 30.

Concord-Albemarle Bus Line, J. R. Freeze, Concord, N. C.  
Concord to Albemarle via Mt. Pleasant, 74.

Cox & Eggleston, John L. Cox, Spray, N. C.  
Leaksville-Spray, N. C., to N. C.-Va. State Line on route to Fieldale, Va., 709, Spray to Stoneville, via Leaksville, County Roads.

Craig's Transfer, Paul Craig, Clinton, N. C.  
Fayetteville to Warsaw, via Clinton, 24.

Danville & Durham Motor Express Line, J. A. Mannooch, 726 Temple Avenue, Danville, Va.

Durham, N. C., to the N. C.-Va. State Line, destination Danville, Va., via Roxboro and Prospect Hill, 13, 144 and 14; Spray to the N. C.-Va. State Line via highway following the Dan River and also via 709, 65 and 70 without authority to pick up in Reidsville for Spray or in Spray for Reidsville.

Davis, C. L., Hayesville, N. C.  
Franklin, N. C., to N. C.-Tenn. State Line, 28, via Hayesville and Murphy.

Davis, J. E., Rosemary, N. C.  
Rosemary, N. C., to N. C.-Va. State Line, via Weldon, Murfreesboro and Como, 48 and 12. (Operation limited to interstate.)

Dixie Motor Express Co., Inc., C. R. Yelverton, Fremont, N. C.  
Rocky Mount to N. C.-Va. State Line, 40, via Weldon, Rosemary, Roanoke Rapids and Pleasant Hill; Weldon to N. C.-Va. State Line, 48 and 30, via Murfreesboro, Winton, Gatesville, Sunbury and Corapeake; Rocky Mount to Wilmington, 40, and also between Highway 40 and Wallace.

Durham-Roxboro-Danville Bus Line, L. D. Hamlin, Owner, Durham, N. C.  
Durham to N. C.-Va. State Line, via Roxboro, Prospect Hill, Yanceyville, 13, 144 and 14, destination Danville, Va.; Hillsboro to Prospect Hill, 14.

Edgerton Bus Lines, Inc., 425 W. Washington St., R. G. Edgerton, Pres., Suffolk, Va.

Edenton to N. C.-Va. State Line, destination Suffolk, Va., 32 and 30; Weldon, N. C., to N. C.-Va. State Line, via Jackson and Murfreesboro, 48 and 12.

Elizabeth City-Point Harbor Auto Transportation Line, M. A. Aydlott, Grandy, N. C.

Elizabeth City ot Point Harbor, via Camden, Shawboro, Sligo, Currituck and Jarvisburg, 34 and 344; Sligo to N. C.-Va. State Line, via Moyock, 34.

Elkin-Alleghany Bus Line, Inc., J. W. Arnold, Sec., Elkin, N. C.  
Winston-Salem to Elkin, via Yadkinville, Brooks Cross Roads, 60 and 26.

E. T. & W. N. C. Motor Transportation Company, J. E. Vance, Sec., Johnson City, Tenn.

*Passenger Line:* Asheville to N. C.-Tenn. State Line, 20 and 212; Asheville to N. C.-Tenn. State Line, via Spruce Pine, Elk Park, etc., 20 and 69.

*Freight Line:* Elk Part to Woodlawn, 194; Boone to Burnsville, 69; Newland to Boone via Blowing Rock, 175 and 17; Asheville to N. C.-Tenn. State Line about three miles beyond Elk Park, 69, via Weaver-ville, Burnsville, Spruce Pine and Cranberry.

Farrar's Motor Express, O. S. Farrar, Statesville, N. C.  
Statesville to North Wilkesboro, 90 and 16; Taylorsville to Hickory, via Conover, 16 and 10; Statesville to Mt. Airy, 26, 268 and 80, via Brooks



- Cross Roads and Elkin; Taylorsville to Lenoir, 90; Lenoir to Moravian Falls, 18.
- Fort Bragg Coach Co., C. F. Harris, Mgr., Fayetteville, N. C.  
Fayetteville to Fort Bragg, 53.
- Fredrickson Motor Express Corporation, 425 W. Liddell St., C. H. Fredrickson, Mgr., Charlotte, N. C.  
Charlotte to Greensboro, 15 and 10; Lexington to Winston-Salem, 66; Charlotte to Statesville, 26; Charlotte to Lenoir, 27, 16, 10 and 17; Charlotte to Asheville, via Shelby and Hendersonville, 20, 28 and 69; Statesville to Winston-Salem, 26, 90 and 65; Salisbury to Asheville, via Statesville, 10.
- G. & L. Coach Line, G. S. Spargo, Dallas, N. C.  
Gastonia to Lincolnton, 16.
- Golden Belt Bus Line, Durham, N. C.  
Durham to Henderson, via Oxford, 75 and 57.
- Green Goose Bus Line, Roy Milhouse, Wilson, N. C.  
Wilson to Rocky Mt., via Elm City and Sharpsburg, 40.
- Greensboro-Fayetteville Bus Line, Inc., H. G. Pugh, Pres., Asheboro, N. C.  
Greensboro to Fayetteville, via Asheboro, Pinehurst, Southern Pines, Aberdeen and Raeford, 70, 75, 702, 50, 70 and 24.
- Habit Brothers, John and Joe Habit, Edenton, N. C.  
Edenton to N. C.-Va. State Line, via Elizabeth City, destination Norfolk, Va., 342, 34 and 341; Edenton to Washington via Windsor and Williams-  
ton, 342 and 30.
- Hampton Roads Transportation Company, J. L. Wright, 912 Water St., Norfolk, Va.  
Elizabeth City to N. C.-Va. State Line, via Moyock, 34; Elizabeth City to N. C.-Va. State Line, via South Mills, 34 and 341.
- Hamrick & Company, J. F. Hamrick, Forest City, N. C.  
Marion to N. C.-S. C. State Line near Cliffside on route to Spartanburg S. C., 19 and 207.
- Harris Bus Line, J. Allen Harris, Swanquarter, N. C.  
*Passenger Line:* Swanquarter to Washington, via Belhaven, 91.  
*Freight Line:* Swanquarter to Belhaven, 91.
- H. & L. Motor Express Co., Roy Lowder, Sec., Albemarle, N. C.  
Charlotte to Sanford, via Albemarle, Badin, Mt. Gilead and Troy, 27, 74, 515, 51 and 74.
- Helms Motor Express, Carl L. Helms, Albemarle, N. C.  
Raleigh to Charlotte, via Sanford, Carthage, Biscoe, 10, 50, 75, 74, 109, 515, 74 and 27.
- Hendersonville-Asheville Motor Express Co., R. F. Styron, Hendersonville, N. C.  
Asheville to Hendersonville, 29.
- Hendersonville Bus Co., J. M. Brooks, Hendersonville, N. C.  
Asheville to Highlands, via Hendersonville and Brevard, 69 and 28.  
(Operation beyond Brevard to be opened gradually as road conditions will permit.)
- High Point-Asheboro Bus Line, J. R. Hinshaw, Asheboro, N. C.  
High Point to Asheboro, via Randleman, 77 and 70.
- Huffman, W. R., Trenton, N. C.  
Trenton to New Bern, 12 and 30.
- H. Hunt & Co., H. Hunt, Owner, Elizabethtown, N. C.  
Wilmington to Fayetteville, via Elizabethtown, 20 and 21; Elizabethtown to Lumberton, via Clarkton and Bladenboro, 23 and 211.
- Independence Bus Co., R. J. Rudolph, Independence, Va.  
Sparta to N. C.-Va. State Line, 26, destination Wytheville, Va.; Sparta to Elkin, 26.
- Independent Coach Line, Inc., W. L. Massie, Pres., Waynesville, N. C.  
Asheville to Murphy via Waynesville and Bryson City, 10; Sylva to N. C.-Ga. State Line, via Franklin and Otto, 10 and 285.



- Interstate Scenic Coach Line, P. R. Durham, Greenville, S. C.  
Brevard to N. C.-S. C. State Line, 284, destination Greenville, S. C.
- Johnson's Motor Express, Roy B. Johnson, High Point, N. C.  
High Point to Denton, 77, 70, 74 and 109, via Asheboro, Biscoe and Troy; Asheboro to Albemarle via New London, 162 and 80.
- Kelly Express Line, L. W. Pridgen, Kelly, N. C.  
White Oak to Wilmington, County Roads, via White Lake, Kelly, Moores Creek Battlefield and Currie, 60, thence over 60 and 40 to Wilmington.
- LaFayette Transit Co., Inc., Y. Ballentine, Varina, N. C.  
Raleigh to Fayetteville, via Varina and Lillington, 21.
- Laurinburg & Southern Railroad Co., G. Y. Jones, Gen'l. Mgr., Laurinburg, N. C.  
Laurinburg to Raeford, 24.
- Lawson, Herman, Pink Hill, N. C.  
Pink Hill to Wilson, via Kinston, Snow Hill, Stantonsburg, 11 and 12 and County Roads.
- Leaksville-Danville Bus Line, J. C. Gilley, Spray, N. C.  
Leaksville to N. C.-Va. State Line, destination Danville, Va.
- Leaksville-Reidsville Bus Line, Eugene Wilson, A. W. Foley, Spray, N. C.  
Leaksville-Spray to Reidsville, 709 and 65.
- Raleigh & Durham, Chapel Hill, N. C.  
Durham to Chapel Hill, 75.
- Lenoir-Blowing Rock Line, Inc., E. H. Kirby, Lenoir, N. C.  
Hickory to Boone, via Lenoir and Blowing Rock, 17; Morganton to North Wilkesboro, via Lenoir, 18; Lenoir to Taylorsville, 18 and 90.
- Liberty Transfer, A. P. Mundy, 109 Commerce St., Roanoke, Va.  
Winston-Salem to N. C.-Va. State Line, 77, destination Roanoke, Va.
- Lucas Bus Line, J. P. Lucas, 329 County St., Suffolk, Va.  
(For transportation of colored persons only.)  
Norfolk, Va., to Elizabeth City, N. C., 34; Edenton to Elizabeth City, 342.
- M. & S. Transfer and Storage Co., Geo. T. Musselman, 304 Nutt St., Wilmington, N. C.  
Wilmington to Southport, via Town Creek, Supply and Bolivia, 30 and 130.
- Marrow Bros., Inc., Nathaniel & Solomon Marrow, Henderson, N. C.  
Durham to N. C.-Va. State Line, 75, 57 and 50, via Oxford and Henderson without the privilege of operation between Durham and Oxford.
- Mars Hill Bus Line, A. E. Carter, Mars Hill, N. C.  
Asheville to Mars Hill, via Forks of Ivy and Weaverville, 20, 69 and 213.
- Miller Motor Express, W. W. Miller, Jr., 314 N. Caldwell St., Charlotte, N. C.  
Charlotte to Hamlet, via Monroe, Wadesboro and Rockingham, 20; Charlotte to N. C.-S. C. State Line, 26 and 261, destination Fort Mill, Rock Hill and Chester, S. C.
- Miller, S. H. & Son, Canton, N. C.  
Asheville to Waynesville, via Canton, 10.
- Mitchell, J. E., Kinston, N. C.  
Kinston to Washington, via Greenville, 11 and 91.
- Motor Transit Co., R. S. & M. B. Koonce, Raleigh, N. C.  
Raleigh to Greensboro, 10.
- Murrell's Express, Z. E. Murrell, Jr., Box 138, Jacksonville, N. C.  
Jacksonville to Wilmington, 30.
- Neptune Line, Inc., Carey W. Vellines, Sec., 1005 Bk. of Commerce Bldg., Norfolk, Va.  
Kill Devil Hill to the N. C.-Va. State Line, destination Va. Beach and Cavalier Hotel, along shores of Kitty Hawk Bay to Kitty Hawk thence



along Currituck Sound to Caffey's Inlet, thence along Beach to State Line.

Norfolk-Point Harbor Bus Line, J. B. Barco, 1602 Granby St., Norfolk, Va. Point Harbor to N. C.-Va. State Line, 344 and 34, via Jarvisburg, Currituck and Sligo.

North Carolina-Virginia Motor Express, Inc., F. P. Johns, Sec., Mt. Airy, N. C.

Mount Airy to N. C.-Va. State Line, destination Galax, Va., 66.

Parramore Truck Line, Thos. C. Parramore, Winton, N. C.

Kinston to Farmville, 12; Farmville to Greenville, 91; Greenville to Bethel, 11; Bethel to Williamston, 90; Williamston to N. C.-Va. State Line, 30, via Windsor, Aulander and Winton, destination Norfolk, Va.; Winton to Aulander, 30; Aulander to Rich Square, 305; Rich Square to Scotland Neck, 12; Scotland Neck to Windsor via Roxobel, Kelford and Lewiston, County Road. (Operation of the above route is for the purpose of transporting freight delivered to and received from the Norfolk, Baltimore and Carolina Lines, at Winton.) (Authority is, hereby granted to transport oils, greases and peanuts interstate and tobacco both interstate and intrastate.)

Piedmont Motor Express, Inc., H. C. Mims, Pres., Greenville, S. C.

Charlotte to N. C.-S. C. State Line, 20, 205, via Gastonia, Kings Mountain and Grover.

Pierce and Formy Duval, F. L. Formy Duval, Pres., Hallsboro, N. C.

Wilmington to Hamlet, 20; Boardman to Lumberton via Fairmont, 72 and 70; Lumberton to Raeford, via Red Springs, 70.

Queen City Coach Company, L. A. Love, Mgr., Charlotte, N. C.

Asheville to Wilmington, via Rutherfordton and Charlotte, 20; Lumberton to Fayetteville, 22; Hendersonville to Bat Cave, 28; Gastonia to Cherryville, County Roads; Charlotte to N. C.-S. C. State Line, destination Gaffney and Spartanburg, via Gastonia, Kings Mountain and Grover; Charlotte to Asheville, via Lincolnton, Newton, Marion, 27, 16 and 10; Marion to Bakersville, via Spruce Pine, 19; Murphy to N. C.-Ga. State Line, destination Atlanta, Ga.; Lumberton to N. C.-S. C. State Line, via Rowland, 20 and 22.

Raleigh-Danville Motor Express, C. S. Mannoch, 514 E. Davie St., Raleigh, N. C.

Raleigh to Henderson, 50; Henderson to Oxford, 57; Oxford to Durham, 75.

Respass, J. B., Oriental, N. C.

New Bern to Oriental, 302.

Rocky Mount-Norfolk Truck Line, N. F. Spence, Elizabeth City, N. C.

Rocky Mount to N. C.-Va. State Line, 40, 48 and 12, via Weldon, Murfreesboro and Como. (For interstate operation *only*.)

Safety Transit Co., Inc., H. Pierce Brawner, Vice-Pres., Raleigh, N. C.

Raleigh to Wilmington via Goldsboro, 10 and 40; Fayetteville to Clinton, Warsaw and Kenansville, 24; Dunn to Greenville, via Smithfield and Wilson, 22, 40 and 91; Raleigh to Weldon via Wake Forest, Henderson, Norlina, Warrenton, Littleton and Roanoke Rapids, 50, 58, 48 and 40; Norlina to N. C.-Va. State Line, 50; Rocky Mount to Franklinton via Nashville and Louisburg, 90 and 56; Raleigh to Lexington, via Pittsboro and Asheboro, 10, 50 and 90.

(Operation by Lease: Charlotte to Raleigh, via Albemarle and Sanford, 27, 74, 50; Durham to Henderson, via Oxford, 57 and 75.)

Seashore Transportation Co., James M. West, Pres., New Bern, N. C.

Washington to Wilmington, via New Bern, 30; Goldsboro to Beaufort, via Kinston and New Bern, 10; Kinston to Pollocksville, via Trenton, 12; Goldsboro to Wilson, 40.

Shore, W. W., Boone, N. C.

North Wilkesboro to Boone, 60. (With authority to operate temporarily over Highway 69 and 68, via West Jefferson, pending completion of work on Route 60.)



Skinner & Ussery Transfer Co., Wade Skinner, R. H. Ussery, Mt. Gilead, N. C.

Troy to Rockingham, 51 and 75.

Skyland Stages, Inc., H. F. Corpening, Asheville, N. C.

Asheville to N. C.-Tenn. State Line, 20; destination Knoxville, Tenn.; Hendersonville to N. C.-S. C. State Line at Chestnut Springs on route to Greenville, S. C., 69; Asheville to Oteen, 10.

Smith's Transfer Co., C. H. & V. J. Smith, Lenoir, N. C.

Hickory to Boone, via Lenoir and Blowing Rock, 17; Lenoir to Asheville, 18 and 10.

Southerland Brothers, A. D. Southerland, N. M. Southerland, Goldsboro, N. C.

Goldsboro to Washington via Kinston and Greenville, 10, 11, 91 and 30.

Southern Transportation Co., J. C. Duval, Receiver, Greenville, N. C.

Washington to Wilson via Greenville, 91; Williamston to Rocky Mount, via Tarboro, 90; Greenville to Bethel, 11.

Stafford Express, G. R. Stafford, N. Greene St., Greensboro, N. C.

Greensboro to Southern Pines, via Pinehurst, Sanford and Carthage, 60, 74 and 702; Southern Pines to Fayetteville, via Aberdeen and Raeford, 50, 70 and 24; Greensboro to Pinehurst, via Asheboro, Biscoe, Candor and Eagle Springs, 20 and 75; Asheboro to Ramseur, 90.

Stallings Transfer Service, M. L. Stallings, Spring Hope, N. C.

Raleigh to Rocky Mount, 90; Zebulon to Rocky Mount, via Wilson, 91 and 40.

Statesville-Salisbury Coach Co., C. M. Shouse, Mgr., Statesville, N. C.

Salisbury to Conover, via Statesville, 10 and 110.

Tri-City Motor Express Line, I. M. Lassiter, High Point, N. C.

Greensboro to Winston-Salem, via High Point, 10 and 77.

Virginia-Southern Coach Lines, J. M. Evans, Richmond, Va.

Weldon to N. C.-Va. State Line, 40. (For interstate traffic *only*.)  
Weldon to Rocky Mount, 40. (For interstate and intrastate operation.)

Ward-Perry Motor Express, Inc., J. D. Ward, J. E. Perry, Tyner, N. C.

Edenton to N. C.-Va. State Line, via Gliden, Sunbury and Corapeake, 32 and 30.

Weaverville Bus Line, M. J. Holcombe, Asheville, N. C.

Asheville to Weaverville, via Woodfin and Newbridge, 63 and 69.

Welfare & Beland, W. F. Welfare, O. B. Beland, Wilson, N. C.

Wilson to Fayetteville, 40 and 22.

Western Carolina Motor Express, G. O. Terrell, Hendersonville, N. C.

Asheville to Lake Toxaway via Mills River Road; Lake Toxaway to Tryon, via Hendersonville, 28 and 191.

Wilmington-Clinton Freight Line, E. A. Hawes, J. D. Black, Clinton, N. C.

Wilmington to Clinton, via Delway, 60 and 40.

Winston-Elkin Motor Express, V. L. Renegar, Elkin, N. C.

Winston-Salem to Elkin, 60 and 26, via Yadkinville and Booneville.

Yadkin Coach Co., Geo. H. Dugan, Salisbury, N. C.

Salisbury to Norwood, via Albemarle, 80; Albemarle to Badin, County Highways.

## ELECTRIC LIGHT AND POWER COMPANIES

### PIEDMONT UTILITIES CO.

METERED SERVICE, RESIDENCE, COMMERCIAL AND CHURCH  
LIGHTING AND FUEL.

#### CHARACTER OF SERVICE:

Continuous service 24 hours per day in Hickory, West Hickory, Highland, Longview, Newton, Conover, Lenoir, Granite Falls, and Hudson, N. C.



*Schedule A.*

**RATES:** (Block based on quantity of gas consumed per month.)

First 1,000 cubic feet of gas consumed per meter per month.....	\$2.30
Next two thousand cubic feet of gas consumed.....	1.95
Next two thousand cubic feet of gas consumed.....	1.85
Next five thousand cubic feet of gas consumed.....	1.75
Next ten thousand cubic feet of gas consumed.....	1.70
Next ten thousand cubic feet of gas consumed.....	1.60
All over thirty thousand cubic feet of gas consumed.....	1.50

**MINIMUM MONTHLY BILL***Schedule B.*

Optional water heating rate and refrigerating rate to apply to gas consumed through one meter per month.

First fifteen hundred cubic feet of gas consumed to be paid for at the regular rate; all over fifteen hundred cubic feet consumed, \$1.30. Providing same is on a yearly contract basis for the first fifteen hundred cubic feet consumed.

*Schedule C.*

Optional industrial block rate.

First three thousand cubic feet of gas consumed by one meter per month, to be paid for at the regular rate.

Next twenty-two thousand cubic feet consumed.....\$1.30

Next twenty-five thousand cubic feet consumed..... 1.20

Over fifty thousand cubic feet consumed..... 1.10

Providing same is on a yearly contract basis for the first three thousand cubic feet consumed.

**DISCOUNT:**

When bills are paid on or before the tenth of the month following that in which the gas was consumed, then the rates as given shall be decreased 10 cents for each thousand cubic feet of gas consumed or fraction thereof. When the tenth of the month falls upon Sunday or a holiday, the following day shall be considered the last day for the payment of the bill without loss of discount.

Remittances in payment of bills sent by mail on or previous to the last day for payment of bills net, as evidenced by the U. S. Post Office date stamp prior to the hour of closing Company's office will be accepted as a tender of payment within the period when bills can be paid without loss of discount.

**METER RESET CHARGE:**

In case a meter is removed for non-payment of bill or upon request of consumer, a payment of \$1.50 in advance shall be made for re-installation of meter.

**TERMS OF CONTRACT:**

Contracts will be made for thirty days and will continue thereafter until terminated by notice, except in the case of yearly contracts.

*Schedule D.*

**SPECIAL CONTRACTS** with large consumers for light and power will be made at prices commensurate with the services rendered or furnished by the Company, the time limit of the contract, and the cost of supplying such service.

**RULES AND REGULATIONS OF THE PIEDMONT UTILITIES COMPANY GOVERNING THE SUPPLY OF GAS TO ITS CUSTOMERS.**

1. The Piedmont Utilities Company, hereinafter called the Company, supplies gas for light and fuel to its customers and applicants for gas



service, who are hereinafter called Consumer, under the following conditions and regulations.

2. A written application, specifying the Rate under which gas will be supplied, will be required from each consumer. This application when accepted by the Company, constitutes a contract between the Company and the Consumer. The Company shall have the right to reject any application.

3. The price to be paid for gas provided for in the contract is in accordance with the Schedule of Rates, Rules and Regulations pertaining to the particular class and character of service on file with the Corporation Commission of the State of North Carolina.

4. Consumers using gas without having signed an application will be assumed as agreeing to Company's Rates, Rules and Regulations, and will be held responsible for any amount due for gas applied through meter from date of last reading of the meter.

5. Company will install service pipe on annual contracts for consumers free of charge from main to curb line. Any additional pipe will be installed at the expense of the consumer or as required by local franchise.

6. When municipal permit is required for street opening to install service pipe, application and payment therefor must be made by Consumer or property owner.

7. Company will install a regular meter, or at its discretion a prepayment meter, which shall be accepted by the Consumer as the standard of measurement. In case the meter fails to register or becomes defective, the quantity of gas consumed shall be determined by a test of the meter, by another meter set in its place during a stated period next following, or by an amount charged during a corresponding period the preceding year.

8. Consumer shall provide without charge a suitable place for the meter, and shall be responsible for meter and connections, and reimburse the Company for any damage done them while on his premises.

9. Piping, fixtures and appliances must be in proper condition to pass Company's requirements of test before meter will be set or gas turned on. Company assumes no responsibility for any damage done by any leak in any of the pipes or fixtures in use in or on Consumer's premises, nor will it be responsible for any damage done to property or life caused by any tampering with the pipes or service pipe which is not connected to meter.

10. No one but authorized representative of Company have the right to connect or disconnect the meter or service pipes; such workmen shall identify themselves by Company's badge.

11. The Company shall have the right through its representatives at all reasonable times, to have access and free entrance to premises of Consumer, to examine, disconnect, change or remove meter. The meter may be removed for the following reasons:

1. For leaks in the service pipe, meter or piping.
2. For non-payment of ANY BILL due under this, or other contract.
3. For any violation of Company's Rules and Regulations.
4. For removal of Consumer from premises.
5. Because Consumer's use of gas interferes with service in his locality.
6. For abuse, fraud, or tampering with meter or connections.



7. After termination of Consumer's contract and when no gas has been consumed through a meter in three (3) consecutive months.
8. For Routine of other Test.

12. All bills for gas are due on the tenth of the month for the account of the previous month, and the Company may, at its option, discontinue the supply of gas to any Consumer whose gas bill is unpaid ten days after it is due.

13. A deposit or guarantee shall be required of each applicant for service except owners of property, consumers who have formerly established credit, or consumers who furnish favorable credit rating from another Utility or other reliable source. The minimum deposit shall be \$5.00 and the maximum an estimated amount.

A receipt shall be given for the deposit which shall bear interest at the rate of 6 per cent per annum while held by the Company, provided all bills have been paid on or before the tenth of the month after the account of the previous month, and is to be refunded on presentation of receipt duly endorsed, when the Company's service shall have been disconnected and all bills for the same have been paid. If bills remain unpaid three months after the termination of the contract the amount will be credited to Consumer's account.

14. Consumers desiring unusual main extensions will be charged regular rates for gas; but must pay at the time the work is done for the extension in excess of fifty feet in length.

15. The aim of the Company is to give uninterrupted service, but it assumes no liability for interruption due to broken mains, service pipe, plant apparatus, or causes beyond its control.

16. A Consumer must give at least three (3) days' written notice to discontinue service, and shall be responsible for gas consumed for not less than forty-eight (48) hours after date of such notice.

17. Consumer must notify the Company immediately upon discovery of gas leak; no light or flame must be taken near any escaping gas; the Company gives precedence to repair of leaks, but no deduction will be made from bills rendered for gas registered by meter.

18. Although each meter is tested by the Company at the time of installation and at regular intervals thereafter, a test of accuracy will be made in the presence of Consumer upon his written request.

Approved September 19, 1929.

R. O. SELF,  
Clerk.

Docket No. 6811.

SAMUEL GOODMAN AND C. A. BLACKWELDER v. COLD WATER  
LIGHT & POWER COMPANY, CONCORD, NORTH CAROLINA.

#### ORDER

This cause arises out of an informal application of the petitioners for an order of the Commission, requiring the respondent to provide adequate electric service to the petitioners for residential lighting and power use.



The evidence discloses that a line of No. 8 wire is constructed from the respondent's main line to the homes of the petitioners, but is connected to another line between the main line of the respondent and the petitioners' homes, through which connection service is furnished to the petitioners. A transformer of the capacity of three kw. is connected to the respondent's main line and through this transformer nine subscribers, including the petitioners, secure electric current. This transformer is not sufficient for the needs of the subscribers including the petitioners. The line directly from the respondent's main line to the homes of the petitioners was constructed by the petitioners and the respondent contends that the petitioners must furnish, according to their rules, a transformer of sufficient size to give the current desired.

The respondent further contends that the No. 8 wire is not sufficient in size to carry safely the current desired by the petitioners, but it appears from the evidence that wire of the same size is used by the respondent for other service lines and that the size is the minimum requirement of the National Electric Code.

The respondent further contends that by established rules of the company subscribers of the company must furnish transformers of sufficient size to meet their requirements for power when current for power is desired and introduced a resolution which it is claimed was passed in order to cover such policy. It is admitted, however, by the respondent that transformers of sufficient size are installed by the company and owned by it in other cases to meet the present and prospective requirements for current whether for lighting purposes or for power purposes, and that this has been the policy of the company both prior and subsequent to the passage of the resolution introduced in this case, purporting to establish a fixed rule as to the furnishing of transformers when current for power is required by a subscriber.

There are no rates or rules filed with the Commission by the respondent; and, under the law, this is necessary before rates and rules can be enforced legally by a public service company in the State of North Carolina; therefore, the purported rule of the company is not effective in this case and the Commission must rely upon the general custom of the respondent with respect to its subscribers other than the petitioners. Relying upon such custom, the Commission finds that unless the respondent company furnish a transformer of sufficient size to meet the requirements of the petitioners, it is discriminating as between its customers.

In addition to the fact that the company is not able to enforce rules until the same have been approved by the Commission, it is true that discrimination is specifically prohibited by statute in this State and the respondent company cannot continue this discrimination and, therefore, cannot decline further to furnish the service applied for. It is, therefore,

ORDERED, That the Cold Water Light & Power Company cease and desist from its discrimination against the petitioners in favor of other customers using its current, and it is hereby directed to install within thirty days from date of this order a transformer of sufficient size to furnish to the petitioners the current required for their purposes.

By order of the Commission:  
This 3rd day of October, 1929.  
Docket No. 6774.

R. O. SELF,  
Clerk.



CITY OF WILMINGTON, PETITIONER, v. THE TIDE WATER  
POWER COMPANY, RESPONDENT.

## ORDER

This cause coming on to be heard and the Petition and Answer having been read and fully considered, it is

ORDERED, That the appraisal made by Loeb & Shaw, engineers, dated January 1, 1929, with amendments thereto bringing said appraisal up to October 31, 1929, be submitted to the Counsel for the City of Wilmington for study, together with a detailed statement of the receipts and disbursements of the company from March 1, 1929, to October 31, 1929; and said cause is continued for hearing at a date to be fixed after the City of Wilmington has notified this Commission of its readiness for hearing.

By order of the Commission:

R. O. SELF,  
Clerk.

This 19th day of November, 1929.

Docket No. 6805.

IN RE: PETITION OF THE DURHAM PUBLIC SERVICE COMPANY  
FOR ADJUSTMENT OF ELECTRIC LIGHTING AND POWER  
RATES.

## ORDER

The petitioner in this case comes to the Commission with an agreement with the City of Durham, which is evidenced by copy of resolution by the City Council, signed by the City Clerk, with reference to certain changes in the set-up of its electric lighting and power rates.

For some time in the past electric utilities have been effecting changes in the construction of rate schedules with a general tendency toward reduction in rates for electric service. This has been brought about by the extensive use to which customers are now putting electric service in addition to lighting only; therefore, convenience has necessitated making a rate which will permit the use of electric current for cooking, refrigeration, and other small domestic appliances. The rates presented by the petitioner in this case, which are fully agreed to by the City of Durham with referenec to rates to be charged within the corporate limits of said city, have been made with a view to making possible a wider use of electricity.

The rates presented with this petition appear to be a great improvement over former rates in effect in this locality; however, the rates presented for large power and lighting service appear to be virtually those now in effect. The rural rate carries the same energy charge as that within the city, which has the approval of the city, with a slight increase in the minimum charge. Therefore, it is

ORDERED, That petitioner be, and is hereby authorized to charge the rates set forth in Schedule "D", "C" and "H", attached hereto and made a part hereof, effective on meter readings on and after February 1, 1930; and it is

FURTHER ORDERED, That Rural Schedule "R" and Schedules "P" and "P-A" for large power and light service, attached hereto and made a part hereof, be, and they are hereby approved, effective on meter readings on and after February 1, 1930.

By order of the Commission:

R. O. SELF,  
Clerk.

This 22nd day of January, 1930.

THE DURHAM PUBLIC SERVICE COMPANY,  
DURHAM, NORTH CAROLINA.  
DOMESTIC ELECTRIC SERVICE  
SCHEDULE "D"

Available to customers within the corporate limits of the City of Durham or now being served from the Durham low tension network, who desire electric energy for domestic use only.

Rate—(Two Parts) :—

1. A Customer Charge—  
Per meter, per month.....\$1.00  
(This charge includes 5 K. W. H. per meter per month.)

Plus

2. An Energy Charge—  
For the next 55 K. W. H. per meter per month, per K. W. H.....06  
For the next 140 K. W. H. per meter per month, per K. W. H.....03  
For all additional energy used per month, per K. W. H.....025

The above net rate applies only in case a bill is paid on or before the tenth day after the date thereof. On bills not so paid, the gross rate, which is the above rate plus 5 per cent, shall apply.

COMMERCIAL ELECTRIC SERVICE  
SCHEDULE "G"

Available to customers of the company who desire electric energy for commercial lighting, and heating, and for incidental power service.

Rate—(Three Parts) :—

1. A Customer Charge—  
Per meter, per month.....\$1.00

Plus

2. A Capacity Charge—  
Per 100 watts of connected demand per month..... .20

Plus

3. An Energy Charge—  
For the first 500 K. W. H. metered per month, per K. W. H..... .05  
For all additional energy metered per month, per K. W. H..... .03

The above net rate applies only in case a bill is paid on or before the tenth day after date thereof. On bills not so paid, the gross rate, which is the above rate plus 5 per cent, shall apply.

*Determination of Connected Demand—*

The Connected Demand shall be the total wattage of connected load in intervals of 500 watts, but in no case less than 500 watts total. If such connected load is in excess of 3,000 watts, the maximum measured 15-minute demand may be used.

*Minimum Bill—*

The monthly minimum shall be the sum of the Customer Charge, plus the Capacity Charge.



### SMALL POWER AND COMMERCIAL HEATING SERVICE SCHEDULE "H"

Available to customers of the Company desiring electric energy for power or commercial heating, where the connected load in motors is more than 1 H. P. or in heating appliances more than 1 K. W.

Rate—(Three Parts):—

1. A Customer Charge—  
Per meter, per month.....\$1.00
- Plus
2. A Capacity Charge—  
Per H. P. of Connected Demand per month..... 1.00
- Plus
3. An Energy Charge—  
Per K. W. H. metered per month..... .025

The above net rate applies only in case a bill is paid on or before the tenth day after date thereof. On bills not so paid, the gross rate, which is the above rate plus 5 per cent, shall apply.

*Determination of Connected Demand—*

The Connected Demand in the case of motors and all other appliances, with the exception of commercial heating appliances, shall be taken as the connected load in H. P. of all appliances. In the case of commercial heating appliances, the demand shall be considered as 1 H. P.

*Minimum Bill—*

The monthly minimum shall be the sum of the Customer Charge plus the Capacity Charge for all customers other than commercial heating customers. For commercial heating customers, the monthly minimum charge shall be \$3.00.

### DOMESTIC ELECTRIC SERVICE—RURAL SCHEDULE "R"

Available to all customers located outside of the low tension network of Durham, who desire electric energy for domestic use and farm purposes.

Rate—(Two Parts):—

1. A Delivery Charge—  
Per meter, per month.....\$1.50  
(This charge includes 5 K. W. H. per meter, per month.)
- Plus
2. An Energy Charge—  
For the next 55 K. W. H. per meter, per month, per K. W. H. .06  
For the next 140 K. W. H. per meter, per month, per K. W. H. .03  
For all additional energy used per meter, per month, per  
K. W. H..... .025

The above net rate applies only in case a bill is paid on or before the tenth day after the date thereof. On bills not so paid, the gross rate, which is the above rate plus 5 per cent, shall apply.

### LARGE POWER SERVICE SCHEDULE "P"

Available to customers of the Company desiring electric energy for power purposes and having a connected load in motors of 10 H. P. or over.

Rate—(Three Parts):—

- |      |                                               |        |
|------|-----------------------------------------------|--------|
| 1.   | A Customer Charge—                            |        |
|      | Per meter, per month.....                     | \$1.00 |
| Plus |                                               |        |
| 2.   | A Capacity Charge—                            |        |
|      | Per H. P. of Connected Demand, per month..... | 1.00   |
| Plus |                                               |        |
| 3.   | An Energy Charge—                             |        |
|      | Per K. W. H. metered, per month.....          | .02    |

*Discount—*

If bill is paid on or before the tenth day after date thereof, a discount of 5 per cent on the above gross rate bill will be allowed. On bills not so paid, the gross rate shall apply.

*Determination of Connected Demand—*

The Connected Demand shall be taken as the connected load in H. P. of all motors and other load connected.

The Company reserves the right to determine the demand of any customer by measurement at any time. Such demand shall be the highest fifteen-minute integrated demand established during the twelve months ending with the month under consideration.

*Minimum Bill—*

The monthly minimum shall be the sum of the Customer Charge plus the Capacity Charge.

### LARGE POWER AND LIGHTING SERVICE SCHEDULE "P-A"

Available to hotels, department stores and office buildings where service can be supplied from Company's 2,300-volt three-phase circuit and where power demand is not less than 30 H. P. nor less than 40 per cent of total demand, which is in no case less than 75 H. P.

Rate—(Three Parts)—

- |      |                                               |        |
|------|-----------------------------------------------|--------|
| 1.   | A Customer Charge—                            |        |
|      | Per meter, per month.....                     | \$1.00 |
| Plus |                                               |        |
| 2.   | A Capacity Charge—                            |        |
|      | Per H. P. of Connected Demand, per month..... | 1.00   |
| Plus |                                               |        |
| 3.   | An Energy Charge—                             |        |
|      | Per K. W. H. metered, per month.....          | .02    |



*Discount—*

If bill is paid on or before the tenth day after date thereof, a discount of 5 per cent on the above gross rate will be allowed. On bills not so paid, the gross rate shall apply.

*Determination of Connected Demand—*

The Connected Demand shall be taken as the connected load in H. P. of all motors and other load connected.

The Company reserves the right to determine the demand of any customer by measurement at any time. Such demand shall be the highest fifteen-minute integrated demand established during the twelve months ending with the month under consideration.

*Minimum Bill—*

The monthly minimum shall be the sum of the Customer Charge plus the Capacity Charge.

Docket No. 6847.

IN RE: PETITION OF THE ALMOND LIGHT AND POWER COMPANY FOR PERMISSION TO ABANDON CERTAIN DISTRIBUTION LINES.

ORDER

This matter came up upon the application of the petitioner for permission to abandon certain electric distribution lines near the Town of Albemarle, North Carolina.

It appears that under the former management of this company certain extensions were made to the cost of which certain contributions were made by the prospective subscribers. Since the present management has obtained control, a controversy has arisen with reference to these contributions, the subscribers claiming a verbal agreement and the original owners disputing the claim. The company has an affidavit from one of the original subscribers confirming the stand taken by the company.

A majority of the subscribers having refused to pay their current electric bills, the company has disconnected service for non-payment and the subscribers have reconnected despite warnings to the contrary. The company therefore, desires to sacrifice such revenue as it may now be getting from the lines in order to avoid any litigation with the claimants; therefore, it is

ORDERED, That the Almond Light & Power Company be, and it is hereby authorized to discontinue this section of its distribution system at the point where it connects with the Moss Springs Line, subject to hearing upon complaint.

By order of the Commission:  
This fourth day of February, 1930.  
Docket No. 6855.

R. O. SELF,  
Clerk.

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Tokane Milling Company to the Commission. Application for approval of rates for electric current. Adjusted. No. 6178.

Citizens of Old Fort v. White Coal and Power Company. Complaint of rates and service. Dismissed. No. 6654.



B. F. Herman v. Bradley Electric Company. Complaint as to service. Dismissed. No. 6672.

Home Ice Plant v. Southern Public Utilities Company. Complaint of failure of defendant company to furnish rates for electric power for lighting and power purposes in the town of Tryon. Rates furnished. No. 6683.

Reynolds & Mauney v. White-Hawl Light and Power Company. Complaint of service and rates. Dismissed. No. 6695.

Southern Cotton Oil Company v. Duke Power Company. Contracts for power. Dismissed. No. 6698.

J. A. Holder v. Southern Public Utilities Company. Complaint of failure of defendant company to furnish extension of power line to Sedge Garden. Adjusted. No. 6701.

Asheville Mica Company v. Carolina Power and Light Company. Contract for rates. Adjusted. No. 6715.

V. R. Allison v. Southern Public Utilities Company. Complaint of charges for gas and light for month of October. Adjusted. No. 6726.

Duke Power Company to the Commission. Schedule of rates filed and approved. No. 6730.

Rev. Charles Jollay v. Carolina Power and Light Company. Complaint of light service in connection with church. Adjusted. No. 6737.

Almond Light and Power Company to the Commission. Electric rates for Albemarle filed and approved. No. 6740.

Carolina Power & Light Company to the Commission. Rates for residential and commercial gas in Asheville filed and approved. No. 6741.

Citizens of Bakersville v. Northwest Carolina Utilities, Inc. Complaint of service. Dismissed. No. 6742.

Citizens of Old Fort v. Jupollo Power Company. Complaint as to rates. Adjusted. No. 6743.

Atlantic Gas Company to the Commission. Rules and regulations for gas service in Lexington and Thomasville filed and approved. No. 6744.

Carolina Power and Light Company to the Commission. Revised schedule of rural and suburban service rates, residential and commercial rates filed and approved. No. 6746.

North Carolina Public Service Company to the Commission. Rates for Greensboro and vicinity filed and approved. No. 6747.

Carolina Power and Light Company to the Commission. Rates covering grist and flour mill service filed and approved. No. 6748.

Northwest Carolina Utilities, Inc., to the Commission. Schedule of rates for Bakersville, Burnsville, Micaville, Marshall, Jefferson, West Jefferson, Lansing and other towns filed and approved. No. 6749.

Atlantic Gas Company to the Commission. Rates, rules and regulations for Reidsville, Leaksville, Spray and Draper filed and approved. No. 6753.

Tide Water Power Company to the Commission. Revised schedule of gas rates filed and approved. No. 6757.

North Carolina Public Service Company to the Commission. Rates for Burlington, Gibsonville, Elon College, Mebane, Haw River, Whitsett, Alamance, Efland and vicinity filed and approved. No. 6759.

Henry V. Dick v. Carolina Power and Light Company. Complaint of deposits for gas service. No. 6760.

National Utilities Company of North Carolina to the Commission. Supplemental rates for Marion filed and approved. No. 6762.



Hampton & Perkins Company, E. G. Foy, et al. v. Newland Light and Power Company. Complaint as to rates. Dismissed. No. 6770.

North Carolina Public Service Company to the Commission. Schedule of rates, rules and regulations for electric light, heat and power service in Salisbury, Spencer, East Spencer and vicinity filed and approved. No. 6771.

Southern Public Utilities Company to the Commission. Electric light rates for Hendersonville, Tryon, Saluda and vicinity filed and approved. No. 6772.

Virginia Electric and Power Company to the Commission. Revised wholesale industrial power schedule filed and approved. No. 6775.

Mrs. A. T. Preston v. Carolina Power and Light Company. Complaint of electric light bill. Dismissed. No. 6776.

Mrs. W. L. Collett v. Southern Public Utilities Company. Complaint of meter reading. Adjusted. No. 6781.

East Carolina Power Company to the Commission. Electric rates for New Bern and Kinston filed and approved. No. 6782.

Carolina Power and Light Company to the Commission. Application to change flat rate customers to meter rates. Approved. No. 6783.

J. H. Gooch v. Carolina Power and Light Company. Complaint as to rates. Adjusted. No. 6784.

East Carolina Power Company to the Commission. Revised rates for Maysville, Jacksonville and James City filed and approved. No. 6785.

Hillsboro Power and Light Company to the Commission. Domestic users rate for electrical ranges and optional for electrical refrigerators filed and approved. No. 6787.

Clyde Harrelson v. Southern Public Utilities Company. Complaint of overcharge. Adjusted. No. 6788.

J. T. Nicholson v. Bath Electrical Company. Complaint of inadequate service. Adjusted. No. 6789.

R. B. Scarborough v. Troy Electric Light and Telephone Company. Complaint of service. Adjusted. No. 6792.

Carolina Power and Light Company to the Commission. Rules and regulations for electric power service filed and approved. No. 6793.

Carolina Gas and Electric Company to the Commission. Option rate for commercial and industrial customers at Fayetteville, Goldsboro, Greenville, Kinston and New Bern filed and approved. No. 6794.

North Carolina Gas Company to the Commission. Supplemental rates for gas in Lexington, Thomasville and Davidson County filed and approved. No. 6795.

Oak Ridge Light and Power Company v. Southern Public Utilities Company. Complaint of contract for power proposed by defendant company. Dismissed. No. 6802.

Hillsboro Light and Power Company to the Commission. Residential pump rate filed and approved. No. 6804.

Town of Bakersville v. Carolina Power and Light Company. Petition requesting extension of lines into Bakersville. This being a matter not within the jurisdiction of the Commission, case is dismissed. No. 6806.

Mrs. Nell S. McGehee v. Brevard Light and Power Company. Complaint of rates for light. Adjusted. No. 6808.



Piedmont Utilities Company to the Commission. Rates for Conover, Granite Falls, Hickory, West Hickory, Highland, Hudson, Lenoir. Longview and Newton filed and approved. No. 6811.

Atlantic Gas Company to the Commission. Rates, rules and regulations for Elizabeth and Suburban Gas Company and Henderson and Oxford Gas Company filed subject to hearing upon complaint. No. 6812.

Lewis L. Rishel v. Carolina Power and Light Company. Complaint as to requirements for installation of service and deposits for same. Dismissed. No. 6817.

Carolina Power and Light Company to the Commission. Power rate schedule P-60 filed and approved. No. 6818.

Town of Roxobel v. Virginia Electric and Power Company. Application for installation of service to new residents. Adjusted. No. 6821.

Mrs. Carrie J. Queen v. Carolina Power and Light Company. Application for light service. Adjusted. No. 6826.

W. W. Holladay v. Tide Water Power Company. Complaint of rate bill. Adjusted. No. 6827.

Virginia Electric and Power Company to the Commission. Form of agreement for line extension filed and approved. No. 6828.

A. M. Harris v. Durham Gas Company. Complaint as to penalty clause with reference to rates. Adjusted. No. 6829.

Carolina Power and Light Company to the Commission. Power Schedule P-61—large laundry power service—filed and approved. No. 6835.

Carolina Power and Light Company to the Commission. Commercial lighting rate schedule C. L. No. 3—Alternate Commercial lighting rate filed and approved. No. 6836.

Nantahala Power Company to the Commission. Rules, regulations and rates for Andrews and Robbinsville and other counties in Western North Carolina filed and approved. No. 6837.

Elizabeth and Suburban Gas Company to the Commission. Rates for gas service at Elizabeth City filed and approved. No. 6841.

Carolina Power and Light Company to the Commission. Rate schedule covering seasonal service for charitable, educational and religious institutions at Montreat, Blue Ridge, etc., filed and approved. No. 6842.

McCabe Company, Inc. v. Tide Water Power Company. Overcharge in rates. Adjusted. No. 6845.

Wm. H. Richardson v. Raleigh Gas Company. Complaint of rates. Adjusted. No. 6846.

Mondamin Tawasentha Camps v. Southern Public Utilities Company. Complaint of excessive charges. Adjusted. No. 6848.

Tide Water Power Company to the Commission. Temporary rates on suburban line from Wilmington to Wrightsville Beach filed and approved. No. 6849.

Asheville Gas Company to the Commission. Rates for Asheville filed and approved. No. 6850.

Southern Public Utilities Company, North Carolina Public Service Company to the Commission. Rates for electric sign and window lighting for Burlington, Charlotte, Greensboro, Salisbury, Spencer, East Spencer, Mount Airy, Winston-Salem and general territory filed and approved. No. 6852.



John C. McCormick v. Carolina Power and Light Company. Complaint of trouble with reference to pole line. Adjusted. No. 6853.

Virginia Electric and Power Company to the Commission. Rates schedules for Ahoskie, Battleboro, Aulander, Jackson, Plymouth, Roanoke Rapids, Rosemary, Seaboard, Whitakers, Williamston, Weldon, Conway, Gatesville, Kelford, George, Lewiston, Milwaukee, Pendleton, Potecasi, Murfreesboro, Rich Square, Roxobel, Severn, Sunbury, Winton, Woodland and Woodville filed and approved. No. 6856.

Dr. Edward E. Adams v. Carolina Tennessee Power Company and Southern States Power Company. Complaint as to rates. Adjusted. No. 6857.

Town of Woodville v. Virginia Electric and Power Company. Complaint of refusal to render service. Adjusted. No. 6860.

Smoky Mountain Power Company to the Commission. Schedule of rates filed and approved. No. 6865.

Rockingham Auto Corporation v. Leaksville Light and Power Company. Complaint of monthly charge for meter rental. Adjusted. No. 6867.

Atlantic Gas Company to the Commission. Rates for automatic water heaters at Henderson filed and approved. No. 6868.

M. F. Saunders v. Caldwell Power Company. Complaint of service. Adjusted. No. 6870.

Manetta Mills v. Carolina Power and Light Company. Complaint as to rates. Dismissed. No. 6871.

Citizens of Ela v. Smoky Mountain Power Company. Complaint of rates. Adjusted. No. 6874.

Brown-Rogers-Dixon Company v. Southern Public Utilities Company. Complaint as to electric refrigerator rate, dismissed for want of jurisdiction. No. 6877.

Atlantic Gas Company to the Commission. Gas rates for Reidsville filed and approved. No. 6878.

Atlantic Gas Company to the Commission. Gas rates for Lexington filed and approved. No. 6879.

Carolina Central Gas Company to the Commission. Rates and regulations for Hendersonville filed and approved. No. 6880.

Carolina Power and Light Company to the Commission. Revised rules and regulations filed and approved. No. 6881.

P. G. Farrar v. Durham Public Service Company. Complaint of increase in meter charge. Dismissed. No. 6883.

Carolina Gas and Electric Company to the Commission. Gas rates for Greenville, New Bern, Fayetteville, Kinston, Goldsboro and Washington filed and approved. No. 6886.

Virginia Electric and Power Company to the Commission. Cancellation of wholesale power rate No. 23-A and in lieu thereof wholesale power rate No. 10. Approved. No. 6889.

Virginia Electric and Power Company to the Commission. Storage battery charge, heating and industrial rate No. 1000-K filed and approved. No. 6890.

Charles F. Cowell v. Carolina Gas and Electric Company. Complaint of rate charged for gas for water heating. Adjusted. No. 6895.

L. M. Waters v. Tide Water Power Company. Complaint of discontinuance of electric service. Dismissed. No. 6896.



## EXPRESS COMPANIES

American Railway Express Company to the Commission. Application to discontinue agency at Carpenter. Granted. No. 6483.

Citizens of Forest City v. Southeastern Express Company. Petition for free delivery service within city limits. No. 6766.

## TELEGRAPH COMPANIES

Town of Littleton v. Western Union Telegraph Company. Complaint of discontinuance of service on Sunday in the town of Littleton and giving 18-hour service on week days. Upon investigating and it appearing that the hours of service are governed by hours of service of agent Seaboard Air Line Railway Company, and the revenue being insufficient to arrange establishment of independent telegraph office, case is dismissed. No. 6704.

Western Union Telegraph Company to the Commission. Application for establishment of office at McCullers. Granted. No. 6727.

Western Union Telegraph Company to the Commission. Application for discontinuance of Melrose as station. Granted. No. 6863.

Henry Clark Bridgers v. Western Union Telegraph Company. Complaint as to rates. Adjusted. No. 6876.

W. S. Carawan v. Western Union Telegraph Company. Application for installation of telegraph facilities at Columbia. Adjusted. No. 6884.

## TELEPHONE COMPANIES

IN RE: PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR PERMISSION TO INCREASE ITS RATES ON THE BLADENBORO, NORTH CAROLINA, EXCHANGE.

## ORDER

Upon petition of the Carolina Telephone and Telegraph Company, operating a telephone exchange at Bladenboro, North Carolina, for an adjustment of rates there to conform to its investment for the installation of automatic telephone equipment, it appears that the Mayor and Board of Aldermen of the said town have requested the improved facilities and as an inducement to the company to invest in this modern service have passed a resolution asking the Commission to grant the following rates on the said exchange:

Business, Special Line.....	\$3.50 per month
Business, Duplex Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Duplex Line.....	1.75 per month

(Above rates applicable to all subscribers within base rate area of mile from the Central Office.)

IT IS THEREFORE ORDERED, That on and after December 1, 1928, the rates shall be as above set forth.

By order of the Commission:

This 21st day of November, 1928.

Docket No. 6728.

R. O. SELF,  
Clerk.



IN RE: PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR PERMISSION TO INCREASE ITS RATES ON THE ELIZABETHTOWN, NORTH CAROLINA, EXCHANGE.

ORDER

Upon petition of the Carolina Telephone and Telegraph Company, operating a telephone exchange at Elizabethtown, North Carolina, for an adjustment of rates there to conform to its investment for the installation of automatic telephone equipment, it appears that the Mayor and Board of Aldermen of the said town have requested the improved facilities and as an inducement to the company to invest in this modern service have passed a resolution asking the Commission to grant the following rates on the said exchange:

Business, Special Line.....	\$3.50 per month
Business, Duplex Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Duplex Line.....	1.75 per month
(Above rates applicable to all subscribers within base rate area of mile from the Central Office.)	

IT IS THEREFORE ORDERED, That on and after December 1, 1928, the rates shall be as above set forth.

By order of the Commission:  
This 21st day of November, 1928.  
Docket No. 6728.

R. O. SELF,  
*Clerk.*

IN RE: PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN EXCHANGE RATES AT CLAYTON, N. C.

ORDER

This petition is filed by the petitioner because of the inauguration of twenty-four hour telephone service, the installation of cable instead of open wire on the principal streets in the Town of Clayton, and the installation of automatic exchange equipment.

In anticipation of this service, the officials of the Town of Clayton passed a resolution approving the rates applied for; and, inasmuch as the rates asked are not in excess of rates for exchanges of similar size with this class of equipment, it is, therefore,

ORDERED, That the Carolina Telephone and Telegraph Company is hereby authorized to charge the following monthly rental rates on its Clayton Exchange, effective when the installation of the class of equipment named above has been completed and is in use:

Business, Special Line.....	\$3.50
Business, Two-party Line.....	3.00
Residence, Special Line.....	2.25
Residence, Two-party Line.....	1.75

The petitioner is hereby directed to advise the Commission on the date such rates become effective in accordance with the authority hereinbefore contained.

By order of the Commission:

This 18th day of December, 1928.

Docket No. 6728.

R. O. SELF,

*Clerk.*

IN RE: PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT JACKSON, NORTH CAROLINA.

ORDER

The Carolina Telephone and Telegraph Company presents a petition from the Mayor and Board of Aldermen of the Town of Jackson, approving the action of the petitioner in rebuilding its exchange and installing, in lieu of the manual system, automatic telephone service. In view of this expenditure, the city officials approved a certain schedule of rates, as follows:

Business, Special Line.....	\$3.50 per month
Business, Two-party Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Two-party Line.....	1.75 per month

Whereas, it appears that the petitioner has entirely rebuilt its outside plant, installed automatic equipment, and placed same in service on September 14, 1929, having made the expenditure for such improvements after taking the matter up with the Mayor and Board of Aldermen with the rates above-mentioned as one of the conditions, it is

ORDERED, That the petitioner be, and is hereby authorized to charge monthly rental rates on its Jackson Exchange in accordance with the rates set out herein, effective October 1, 1929.

By order of the Commission:

This 24th day of September, 1929.

Docket No. 6816.

R. O. SELF,

*Clerk.*

IN RE: PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT AURORA, NORTH CAROLINA.

ORDER

The petition of the Carolina Telephone and Telegraph Company shows that it has replaced the old magneto equipment at this exchange with automatic equipment, made extensive improvements in the plant generally, and that prior to making such improvements it had an agreement with the municipal authorities to improve the service and make the rates those asked for in this petition. Since the new plant was placed in service on May 29, 1930, in accordance with former agreement with the city authorities affected, it is



ORDERED, That the petitioner be, and is hereby authorized to charge the following monthly rental rates on its Aurora exchange, effective June 1, 1930:

Business, Special Line.....	\$3.50 per month
Business, Party Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Party Line.....	1.75 per month

By order of the Commission:

R. O. SELF,  
*Clerk.*

This 5th day of June, 1930.

Docket No. 6893.

# IN RE: PETITION OF THE CENTRAL CAROLINA TELEPHONE COMPANY FOR AN ADJUSTMENT OF PRACTICES AND RATES.

## ORDER

Upon petition of the Central Carolina Telephone Company for an adjustment of practices and rates, after the questions were considered upon the basis of the expenditures necessary to provide an adequate telephone service in the territory in which said company operates, the Commission, in the interest of the towns affected

ORDERED, That the Central Carolina Telephone Company is hereby authorized to put in force the practices and charge the rates, as covered by the attached Exhibits A to C, inclusive, consisting of eleven pages, upon the first of the month following the reconstruction of the exchanges, subject to hearing upon complaint. When the reconstruction work has been completed, the petitioner shall advise the Commission in writing, giving the dates the rates herein promulgated are to become effective.

By order of the Commission:

R. O. SELF,  
*Clerk.*

This 10th day of November, 1928.

## EXHIBIT A

### REGULATIONS

1. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of the central office with which subscriber is connected.

### RATES AND THEIR APPLICATION

A. Within the base rate area, i. e., the corporate limits of Ansonville, Bonlee, Goldston, Kernersville, Lilesville, Marshville, Marston, Norwood, Peachland, Pittsboro, Polkton, Siler City and Fuquay Springs-Varina, flat rates are quoted as follows:

Within the base rate area, i. e., within the corporate limits of Gibsonville, and within the corporate limits of Elon College, flat rates are quoted as follows:

Within the base rate area, i. e., within a radial distance of three-fourth mile from the central office in Snow Camp, flat rates are quoted as follows:

	<i>Rate per month</i>
Business Individual Line.....	\$3.50
Business Individual Line, Joint User.....	1.00
Business 2-party Line.....	3.00
Business Auxiliary Line Inward.....	2.25
Business 4-party Line.....	2.50
Toll Terminal .....	2.25
Business Extension .....	1.00
Residence Individual Line.....	2.25
Residence Individual Line, Joint User.....	.50
Residence 2-party Line.....	2.00
Residence 4-party Line.....	1.75
Residence Extension .....	.75

B. Outside the area indicated in (A) and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified under "Mileage Charges":

Business Individual Line.....	\$3.50
Business Individual Line, Joint User.....	1.00
Business 2-party Line.....	3.00
Business Auxiliary Line Inward.....	2.25
Business 4-party Line.....	2.50
Business Rural Line.....	2.25*
Toll Terminal .....	2.25
Business Extension .....	1.00
Residence Individual Line.....	2.25
Residence Individual Line, Joint User.....	.50
Residence 2-party Line.....	2.00
Residence 4-party Line.....	1.75
Residence Rural Line.....	1.75*
Residence Extension .....	.75

C. Within the base rate area, i. e., within a radial distance of one mile from the central office in Pinehurst, N. C., flat rates are quoted as follows:

	<i>Rate per month</i>
Business Individual Line.....	\$4.00
Business Individual Line, Joint User.....	1.00
Business 2-party Line.....	3.50
Business Auxiliary Line Inward.....	2.25
Business 4-party Line.....	3.00
Toll Terminal .....	2.25
Business Extension .....	1.00
Residence Individual Line.....	3.00
Residence Individual Line, Joint User.....	.50
Residence 2-party Line.....	2.50
Residence 4-party Line.....	2.00
Residence Extension .....	.75

D. Outside the area indicated in (C) and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified under "Mileage Charges":

	<i>Rate per month</i>
Business Individual Line.....	\$4.00
Business Individual Line, Joint User.....	1.00
Business 2-party Line.....	3.50
Business Auxiliary Line Inward.....	2.25
Business 4-party Line.....	3.00



Business Rural Line.....	3.00*
Toll Terminal .....	2.25
Business Extension .....	1.00
Residence Individual Line.....	3.00
Residence Individual Line, Joint User.....	.50
Residence 2-party Line.....	2.50
Residence 4-party Line.....	2.00
Residence Rural Line.....	2.00*
Residence Extension .....	.75

#### SEASONAL SERVICE

E. Within the base rate area, i. e., within a radial distance of one mile from the central office in Pinehurst, season service for a period of six months or less is furnished at the following monthly rates:

	<i>Rate per month</i>
Business Individual Line.....	\$6.00
Business 2-party Line.....	5.25
Business 4-party Line.....	4.50
Business Rural Line.....	4.50*
Residence Individual Line.....	4.50
Residence 2-party Line.....	3.75
Residence 4-party Line.....	3.00
Residence Rural Line.....	3.00*

F. Outside the area indicated in (E) and within the territory regularly served by primary classes of service the above monthly rates apply, together with established mileage charges as specified under "Mileage Charges."

G. All exchange seasonal service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Rates as quoted under (C) and (D) apply for service retained in excess of the season period.

#### RURAL LINE SERVICE

\*Beyond the base rate area rural line service of not less than four stations or more than eight stations per line is furnished at the monthly rates given, provided the company has existing pole routes available or provided the subscriber will at his own expense construct and maintain a circuit to a pole route of the company.

#### FARMERS' LINE SERVICE

H. Beyond the base rate area, farmers' line service is furnished at the monthly rates given below, provided the subscriber furnishes, owns and maintains his line to the exchange base rate area, and furnishes, installs and maintains his own instruments:

	<i>Rate per month</i>
Minimum charge per line (with not more than 6 stations thereon) .....	\$3.60
Additional stations in excess of 6, each.....	.60

#### MILEAGE CHARGES

I. Mileage charges apply in connection with main stations or private branch exchange systems which are located outside the base rate area

but within the exchange area, and are in addition to the base rate quoted for the class of service furnished:

	<i>Rate per month</i>
Individual lines, private branch exchange trunk lines, or ringing circuit per one-fourth mile, or fraction thereof, per month .....	\$ .63
Two-party line, per one-fourth mile or fraction thereof per month, each main station.....	.32
Four-party line, per one-fourth mile or fraction thereof per month, each main station.....	.16
Rural line, per one mile or fraction thereof per month, each main station .....	.25
NOTE: Mileage charges apply in connection with rural line service beyond two miles, air line measurement, of the base rate area.	

#### MISCELLANEOUS EQUIPMENT

J. In connection with either business or residence stations, either inside or outside exchange base rate area, the following rates for miscellaneous equipment and service will apply:

	<i>Rate per month</i>
Chest transmitter and single head receiver.....	\$ .35
Chest transmitter and double head receiver.....	.50
Extension bell .....	.25
Extension gong .....	.50
Watch case receiver.....	.15
Single head receiver.....	.15
Double head receiver.....	.25
Jacks and associated wiring (business service).....	.25
Jacks and associated wiring (residence service).....	.15
Subscriber's set for outside use (in addition to rate applicable for service furnished).....	1.50
Hand telephone set (in addition to rate applicable for service furnished):	
Desk set cord— 8 feet.....	.15
Desk set cord—11 feet.....	.20
Desk set cord—15 feet.....	.25

#### SERVICE CONNECTION CHARGES

K. (a) Instrumentalities not in place:

Individual line or party line service, each main or extension station .....	\$3.50
Private branch exchange service, each trunk line or station...	3.50
Special length desk cord.....	1.00

(b) Instrumentalities in place: Where service is established by the use of instrumentalities already in place on the applicant's premises, provided no change is made in the type or location of each instrumentalities, except changes necessary because of a change in the class or grade of service:

Individual line or party line service:	
Each main station.....	\$1.50
Each extension station.....	No charge
Private branch exchange service, each system.....	1.50

#### CHARGES FOR MOVES AND CHANGES

L. For moving a telephone set from one location to another on the same premises.....	\$3.00
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For moving any other equipment or wiring from one location to another on the same premises, a charge based on the cost of labor and material:

For change in type or style of telephone set..... 3.00  
 For other changes in equipment or wiring, a charge based on the cost of labor and material.

#### RESTORATION OF SERVICE CHARGE

M. When service has been suspended for non-payment of charges, restoration of service is made only upon payment of the charges due, and in addition a restoration charge of..\$1.00

### EXHIBIT B

#### PRIVATE BRANCH EXCHANGE SERVICE

##### A. GENERAL

1. The rates quoted herein contemplate the use of standard equipment. When equipment of a special type is desired, the determination of the charges to apply will be based upon the individual requirements of the applicant.

2. All operating at the subscriber's premises is performed at the expense of the subscriber and the subscriber is required to conform with the rules and regulations the Telephone Company may adopt as necessary in order to maintain a proper standard service.

3. There are five different types of private branch exchange systems:

- Class A Systems—Cordless Switchboard Systems.
- Class B Systems—Cord Non-Multiple Switchboard Systems
- Class C Systems—Cord Multiple Switchboard Systems.
- Class D Systems—Key Switching Equipment Systems.
- Class E Systems—Dial Equipment Systems

4. For charges for miscellaneous equipment furnished in connection with private branch exchange systems, see "Miscellaneous Equipment."

5. For the application of mileage charges in connection with trunk lines and stations, see "Mileage Charges."

6. In connection with Class A, B and D Systems the charges given below for battery power and ringing circuit apply only when such systems are located inside the base rate area. Battery power for Class A, B and D Systems installed outside the base rate area, is furnished only by special agreement. For ringing circuit for systems installed outside the base rate area, regular exchange line mileage charges apply in addition to the monthly charge given below.

7. The rates specified below apply for systems located inside the base rate area and for stations located within the same building as the switchboard or master station. When applicable, mileage charges are made in addition to the rates quoted for trunk lines and stations.

8. Provided that separate exchange service is also installed, private branch exchange stations may be located on premises of other than the subscriber. Such stations are to be used only for communication with such other stations as are connected with the private branch exchange switchboard and located on the premises of the subscriber.

9. Flat rate private branch exchange service is available for business and residence service, except for service at hotels and apartment houses. Message rate private branch exchange service is available for business



service only at those exchanges quoting business individual line message rates, for hotel and apartment house service in all exchanges and

#### B. BUSINESS AND RESIDENCE—CLASS A, B, C, D AND E SYSTEMS

1. The following schedules will apply for either business or residence subscriber's service.

2. Private branch exchange systems of the Class C and Class E types are systems requiring special apparatus to meet the special requirements of the applicant. These apparatus requirements vary materially as to individual applicants and it is not practicable to establish rates to meet these varying requirements. For such systems, therefore, rates covering switchboards, power plants and associated apparatus will be quoted only when the apparatus requirements in individual cases have been determined. The regulations and rates specified herein for Class B systems also apply to stations, ringing circuits and trunk lines of Class C and Class E systems, and also to local messages sent from such systems.

3. In connection with Class D systems, applicants will be required to bear the cost of cabling in excess of 30 feet for any station, including cost of labor and material, and are required to bear the total cost of cabling necessary to connect stations located outside the building in which the system is installed.

4. In connection with Class B systems, "Lines in use" as used herein is to be interpreted to mean trunk lines and station circuits.

Switchboard, including one operator's telephone for each position, per month:

Class A .....\$1.50

Class B, per position:

10 lines or less in use..... 2.00

11 to 30 lines in use..... 3.00

31 to 60 lines in use..... 4.00

61 to 100 lines in use..... 5.00

101 to 150 lines in use..... 6.00

151 to 200 lines in use..... 7.00

201 to 260 lines in use..... 8.00

261 to 320 lines in use..... 9.00

Switching devices, Class D Systems, per month:

12-button switches:

For use at the master station..... 1.00

For use at other stations, each..... .25

Trunk lines, each, per month:

Flat Rate:

Both-way,  $1\frac{1}{2}$  Ind. Line Flat Rate.

Inward,  $\frac{3}{4}$  Ind. Line Flat Rate.

Message Rate, both-way only:

First, Ind. Ling Msg. Rate.

Additional, without message allowance, each  $\frac{1}{2}$  Ind. Line Msg. Rate.

Messages in excess of allowance on first trunk line, Line Excess  
Msg. Rate.

Stations, each, per month:

Class A, B, C or E Systems:

Flat Rate:

	<i>Business</i>	<i>Residence</i>
Manual Type .....	\$1.00	\$ .75
Dial Type .....	1.25	1.00

Message Rate:

Manual Type .....	.50	.50
Dial Type .....	1.25	1.00



## Message Rate:

Manual Type .....	\$ .50	\$ .50
Dial Type .....	.75	.75

NOTE: A number of dial type stations not to exceed the total number of both-way central office trunks directly connected to the switchboard is furnished at the rate quoted for manual stations.

## Class D Systems:

Non-Dial or Dial Type.....	1.00	.75
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Battery Power, within base rate area:

## Class A, B and D Systems:

Systems of 10 stations or less.....	1.50
Systems of 11 to 30 stations.....	2.50
Systems of 31 to 60 stations.....	4.00
Systems of over 60 stations.....	5.00

## Ringing Circuit:

Class A, B, C and E Systems.....	1.50
Class D Systems.....	No charge

## C. HOTEL AND APARTMENT HOUSE SERVICE—CLASS B AND C SYSTEMS:

1. The rates quoted under B-4 herein will apply for the switchboard, power and ringing circuit. The residence message rate station rate quoted under B-4 herein will apply to stations except that, when the wiring between the switchboard and stations is provided and maintained at the expense of the subscriber, stations will be charged for at 15 cents less per month.

2. In connection with Hotel and Apartment House Service message rate trunk lines only are furnished. The rates quoted under B-4 herein for message rate trunks will apply for trunk lines, except that at those exchanges not having a message rate schedule a monthly rate of \$4.00 will apply for the first both-way trunk line, including an allowance of 100 local messages, and a monthly rate of \$2.00 will apply for each additional trunk line without message allowance. Local messages in excess of 100 per month will be charged for at 3 cents each.

## D. ARRANGEMENTS FOR NIGHT, SUNDAY AND HOLIDAY SERVICE

1. A subscriber to private branch exchange service, who desires to receive incoming calls after the usual business hours, without the services of an attendant at the switchboard, may arrange for such service as follows:

(a) Each trunk line which is to be connected through to a private branch exchange station at night, on Sundays, and holidays is bridge to a central office multiple jack bearing a different (non-consecutive) number. The regular number in the underlined series may then be used for day service, and the special (non-consecutive) number for night service. Calls made at night for the special number are completed only over the trunk line to which it is bridged, no connection being made with any other trunk line in case the called number is busy or does not answer.

(b) Example of Directory Listings:

Patterson Transfer Company, 24 North St.....MA in 500

NOTE: From 5 P. M. to 8 A. M. on week days, from noon Saturday until 8 A. M. Monday and on holidays, call as follows:

Office, 24 North St.....MA in 875

Watchman, 24 North St.....MA in 875

Stables, 29 Lake Street.....MA in 987

Storage Warehouse, 150 Elm St.....MA in 1082

## (c) The following monthly charges apply under this plan:

For main listings of subscriber's name, address and number .....	No charge
For "Note" giving hours of service per line.....	\$ .25
For each listing required, per line.....	.25
For each special multiple jack.....	.50

## EXHIBIT B

PRIVATE BRANCH EXCHANGE SERVICE  
SEASONAL RATES

The rates and regulations for the classes of service and equipment given below are as specified under "PRIVATE BRANCH EXCHANGE SERVICE", with the exceptions indicated:

## HOTEL PRIVATE BRANCH EXCHANGE SERVICE

*Switchboards:*

"Lines in use" as used herein is to be interpreted to mean trunk lines and station circuits:

	<i>Rate per month</i>
10 or less lines in use.....	\$ 3.00
11 to 30 lines in use.....	4.50
31 to 60 lines in use.....	6.00
61 to 100 lines in use.....	7.50
101 to 150 lines in use.....	9.00
151 to 200 lines in use.....	10.50
201 to 260 lines in use.....	12.00
261 to 320 lines in use.....	13.50

*Trunk Lines:*

## Message Rate:

First, both-way only, including an allowance of 100 local messages per month.....	4.00
Additional, without message allowance, each.....	2.00
Stations, each .....	.75

NOTE: Where the subscriber installs and maintains the inside wiring, the charge for each station is 50 cents per month.

## Battery Power, within base rate area:

Systems of 10 stations or less.....	1.50
Systems of 11 stations to 30 stations.....	2.50
Systems of 31 stations to 60 stations.....	4.00
Systems of over 60 stations.....	5.00

Ringling circuit, within base rate area..... 1.50

All the foregoing Private Branch Exchange rates contemplate installation for service throughout the year and under contract reciting an initial term period of five years. Where service is furnished for a season term period of six months or less, a minimum charge of six months plus 50 per cent will apply to the switchboard and stations. Covering trunk lines, battery power and ringling circuit, the regular monthly rates apply for the period of actual service.



## EXHIBIT C

DISCONTINUANCE OF UNLIMITED SERVICE BETWEEN THE FOLLOWING  
EXCHANGES:

Ansonville and Norwood.  
Ansonville and Wadesboro.  
Gibsonville and Burlington.  
Lilesville and Wadesboro.  
Marshville and Monroe.  
Marshville and Wingate.  
Marshville and Peachland.  
Marshville and Polkton.  
Marshville and Wadesboro.  
Norwood and Wadesboro.  
Peachland and Polkton.  
Peachland and Wadesboro.  
Peachland and Monroe.  
Peachland and Wingate.  
Polkton and Wingate.  
Polkton and Monroe.  
Polkton and Wadesboro.  
Wingate and Monroe.  
Wingate and Wadesboro.

Docket No. 6723.

IN RE: PETITION OF THE CENTRAL CAROLINA TELEPHONE  
COMPANY FOR ESTABLISHMENT OF RATES ON ITS PINE-  
HURST EXCHANGE.

## ORDER

The petitioner in this case has purchased the telephone exchange at Pinehurst, N. C., which was formerly owned by Pinehurst, Incorporated, and reconstructed the plant to such an extent that it is expected to take care of the exchange for some years to come.

Pinehurst is largely a winter resort, therefore, it demands first-class telephone service. Those interested in the future of Pinehurst think that in order to give this service its plant should be improved. This has been done by the purchaser and in its sale certain rates have been agreed to, and for that reason the rates are being authorized without investigation, subject to hearing upon complaint, until it is demonstrated what the rates will do with respect to raising adequate revenue for the maintenance of the class of service demanded; therefore, it is

ORDERED, That the petition be granted and the Central Carolina Telephone Company be authorized to charge the rates attached hereto, effective January 1, 1930, subject to hearing upon complaint.

By order of the Commission:

This 17th day of January, 1930.

R. O. SELF,  
Clerk.

CENTRAL CAROLINA TELEPHONE COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

## REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Pinehurst Central Office.

#### RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., within a radial distance of one mile from the Pinehurst Central Office, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$6.00	\$5.50	\$5.00
Residence .....	4.50	4.00	3.50

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$6.00	\$5.50	\$5.00	\$4.50
Residence .....	4.50	4.00	3.50	3.50

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

D. The foregoing monthly rates all apply to wall telephones; a surcharge of 25 cents per month should be made for a desk telephone and 50 cents per month for a monophone.

#### CENTRAL CAROLINA TELEPHONE COMPANY SUPPLEMENTAL LOCAL AND GENERAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA CORPORATION COM- MISSION.

#### EXCEPTIONS TO PINEHURST LOCAL EXCHANGE TARIFF AND GENERAL EXCHANGE TARIFF

The rates and regulations for the classes of service and equipment given below are as specified in the Pinehurst Local Exchange Tariff and the General Exchange Tariff with the exceptions indicated.

#### SEASON SERVICE:

A. Within the Base Rate Area season service for a period of nine months or less is furnished at the following seasonal rates:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Extension</i>
Business .....	\$54.00	\$49.50	\$45.00	\$18.00
Residence .....	\$40.50	36.00	31.50	12.00

B. Outside the area indicated in A and within the territory regularly served by primary classes of service the following Seasonal rates apply,



together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Exten- sion</i>	<i>Rural Line</i>
Business .....	\$54.00	\$49.50	\$45.00	\$18.00	\$40.50
Residence .....	40.50	36.00	31.50	12.00	31.50

C. The foregoing rates all apply to wall telephones; a surcharge of 25 cents per month should be made for a desk telephone, and 50 cents per month for a monophone.

D. All exchange service charges are payable in advance for the fall season period. The minimum charge is that for nine months' service, except for the months of June, July and August of each year business service will be furnished at a minimum charge of \$18.00.

#### EXTENSION STATIONS:

For extension stations the following monthly charges apply:

	<i>Wall Set</i>	<i>Desk Set</i>	<i>Monophone</i>
Business .....	\$1.50	\$1.75	\$2.00
Residence .....	1.00	1.25	1.50

Docket No. 6844.

IN RE: PETITION OF THE CENTRAL CAROLINA TELEPHONE COMPANY FOR THE ESTABLISHMENT OF TELEPHONE RATES ON ITS EXCHANGES AT ANGIER, CARTHAGE, OAK RIDGE, STOKESDALE, SUMMERFIELD AND VASS.

#### ORDER

This petition was presented to the Commission for the establishment of rates for telephone service for the towns of Angier, Carthage, Oak Ridge, Stokesdale, Summerfield and Vass. Telephone service at some of these points has been heretofore largely rural, some of them having had no telephone service in the past except probably a rural, or farmers' line, from some other exchange.

In practically all instances prior arrangements have been made with citizens' committees of the several communities with respect to the rates. The rates do not appear to be in excess of necessary charges in order to give the service outlined. Our experience with small telephone exchanges has been that telephone utilities operating very small exchanges have two things to guide them, which probably have more to do with regulating the rates than any other factors: First, there is a certain overhead expense to each exchange which must be met; and, second, if the rates are too high, subscribers will not take the service and the utility will, in turn, suffer. The rates requested in this petition appear to be reasonable; therefore, it is

ORDERED, That the rates attached (consisting of six sheets, one sheet for each exchange named) be, and they are hereby promulgated to be effective when the rebuilt property or the new property, as the case may be, has been put into service. The petitioner will notify the Commission in each case when the rates become effective. It is

FURTHER ORDERED, That at the time the rates prescribed herein become effective on the Oak Ridge Exchange, unlimited free service between that

exchange and exchanges at Summerfield, Greensboro, Kernersville and Stokesdale shall be discontinued; that at the time the rates prescribed herein become effective on the Stokesdale Exchange, unlimited free service between that exchange and exchanges at Summerfield, Oak Ridge and Greensboro shall be discontinued; that at the time the rates prescribed herein become effective on the Summerfield Exchange, unlimited free service between that exchange and exchanges at Greensboro, Oak Ridge and Stokesdale shall be discontinued; and that at the time the rates prescribed herein become effective on the Vass Exchange, unlimited free service between Vass and Southern Pines shall be discontinued.

By order of the Commission:

R. O. SELF,

This 18th day of December, 1929.

Clerk.

CENTRAL CAROLINA TELEPHONE COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of an Angier, N. C., Central Office.

RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Angier, N. C., as of November 1st, 1929, flat rates are quoted as follows:

	<i>Individual</i>	<i>2-Party</i>	<i>4-Party</i>
	<i>Line</i>	<i>Line</i>	<i>Line</i>
Business .....	\$3.50	\$3.00	\$2.50
Residence .....	2.25	2.00	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual</i>	<i>2-Party</i>	<i>4-Party</i>	<i>Rural</i>
	<i>Line</i>	<i>Line</i>	<i>Line</i>	<i>Line</i>
Business .....	\$3.50	\$3.00	\$2.50	\$2.25
Residence .....	2.25	2.00	1.75	1.75

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

CENTRAL CAROLINA TELEPHONE COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.



2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Carthage, N. C., Central Office.

#### RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Carthage, N. C., as of November 1st, 1939, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$3.50	\$3.00	\$2.50
Residence .....	2.25	2.00	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$3.50	\$3.00	\$2.50	\$2.25
Residence .....	2.25	2.00	1.75	1.75

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

### CENTRAL CAROLINA TELEPHONE COMPANY LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA CORPORATION COMMISSION.

#### REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of an Oak Ridge, N. C., Central Office.

#### RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., within one mile from the Oak Ridge Central Office, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$3.50	\$3.00	\$2.50
Residence .....	2.25	2.00	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$3.50	\$3.00	\$2.50	\$2.25
Residence .....	2.25	2.00	1.75	1.75

## C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

CENTRAL CAROLINA TELEPHONE COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

## REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Stokesdale, N. C., Central Office.

## RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Stokesdale, N. C., as of November 1st, 1929, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$3.50	\$3.00	\$2.50
Residence .....	2.25	2.00	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$3.50	\$3.00	\$2.50	\$2.25
Residence .....	2.25	2.00	1.75	1.75

## C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

CENTRAL CAROLINA TELEPHONE COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

## REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Summerfield, N. C., Central Office.



## RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., within one mile from the Summerfield Central Office, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$3.50	\$3.00	\$2.50
Residence .....	2.25	2.00	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$3.50	\$3.00	\$2.50	\$2.25
Residence .....	2.25	2.00	1.75	1.75

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

CENTRAL CAROLINA TELEPHONE COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

## REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Vass, N. C., Central Office.

## RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Vass, N. C., as of November 1st, 1929, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$3.50	\$3.00	\$2.50
Residence .....	2.25	2.00	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$3.50	\$3.00	\$2.50	\$2.25
Residence .....	2.25	2.00	1.75	1.75

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

IN RE: PETITION OF THE CENTRAL CAROLINA TELEPHONE COMPANY FOR ADJUSTMENT OF RATES AT SOUTHERN PINES AND VICINITY.

ORDER

The Central Carolina Telephone Company recently purchased and rebuilt the telephone exchange in Southern Pines, North Carolina, at considerable expense. Southern Pines is a winter resort, patronized by a class of tourists who desire the best telephone service. Prior to the acquisition of this property by the present owner, long distance service was entirely inadequate. Since the exchange has been modernized the company is now in position to meet the requirements. Probably a greater expenditure was required in rebuilding this exchange than would ordinarily have been required of a property of similar size operated principally for local service. The exchange property at Southern Pines is not compact but is scattered over a large territory which probably requires the investment per station to be greater than on any other telephone exchange property of similar size in the State.

Representatives of the petitioner had this matter up with the citizens of Southern Pines for several months prior to making application to this Commission and an agreement was made with a citizens' committee appointed from the several civic associations of the community with reference to rates. The Commission does not feel disposed to interfere with this agreement pending actual experience with the rate; therefore, it is

ORDERED, That the rates attached (consisting of two sheets) be, and they are hereby promulgated effective January 1, 1930.

By order of the Commission:

This 18th day of December, 1929.

R. O. SELF,

*Clerk.*

CENTRAL CAROLINA TELEPHONE COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Southern Pines Central Office.

RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Southern Pines, as of November 1st, 1929, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$5.50	\$5.00	\$4.50
Residence .....	4.00	3.50	2.50

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together



with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$5.50	\$5.00	\$4.50	\$4.00
Residence .....	4.00	3.50	2.50	2.50

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff.

D. The foregoing monthly rates all apply to wall telephones; a surcharge of 25 cents per month should be made for a desk telephone and 50 cents per month for a monophone.

CENTRAL CAROLINA TELEPHONE COMPANY  
SUPPLEMENTAL LOCAL AND GENERAL EXCHANGE TARIFF  
FILED WITH THE NORTH CAROLINA CORPORATION COM-  
MISSION.

EXCEPTIONS TO SOUTHERN PINES LOCAL EXCHANGE TARIFF AND GENERAL  
EXCHANGE TARIFF

The rates and regulations for the classes of service and equipment given below are as specified in the Southern Pines Local Exchange Tariff and the General Exchange Tariff with the exceptions indicated.

SEASON SERVICE:

A. Within the Base Rate Area season service for a period of nine months or less is furnished at the following seasonal rates:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Extension</i>
Business .....	\$49.50	\$45.00	\$40.50	\$18.00
Residence .....	36.00	31.50	22.50	12.00

B. Outside the area indicated in A and within the territory regularly served by primary classes of service the following Seasonal rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Exten- sion</i>	<i>Rural Line</i>
Business .....	\$49.50	\$45.00	\$40.50	\$18.00	\$36.00
Residence .....	36.00	31.50	22.50	12.00	22.50

C. The foregoing rates all apply to wall telephones; a surcharge of 25 cents per month should be made for a desk telephone, and 50 cents per month for a monophone.

D. All exchange service charges are payable in advance for the full season period. The minimum charge is that for nine months' service, except for the months of June, July and August of each year business service will be furnished at a minimum charge of \$16.50.

EXTENSION STATIONS:

For extension stations the following monthly charges apply:

	<i>Wall Set</i>	<i>Desk Set</i>	<i>Monophone</i>
Business .....	\$1.50	\$1.75	\$2.00
Residence .....	1.00	1.25	1.50

Docket No. 6840.



IN RE: PETITION OF THE CONCORD TELEPHONE COMPANY  
FOR INCREASE IN INDIVIDUAL LINE TELEPHONE RATES IN  
THE TOWNS OF CONCORD, KANNAPOLIS, CHINA GROVE AND  
MOUNT PLEASANT.

ORDER

The petition of the Concord Telephone Company for an increase of 50 cents per month on its individual line business and residential rates in the towns of Concord, Kannapolis, China Grove and Mount Pleasant was presented to the Commission on June 18th, and the same having been previously taken up with the town authorities in Concord and approved, as evidenced by Section 20 of the Minutes of said Board of Aldermen on June 6, 1929, the Commission granted the same, effective August 1, 1929. Therefore, it is

ORDERED, That the Concord Telephone Company be, and the same is hereby authorized to charge the following monthly rental rates on and after August 1, 1929, on the exchanges named above, to wit:

	<i>Per Month</i>
Business Individual Line.....	\$4.00
Business Party Line.....	3.00
Residence Individual Line.....	2.50
Residence Party Line.....	1.50
By order of the Commission:	R. O. SELF,
This 15th day of July, 1929.	<i>Clerk.</i>

Docket No. 6718.

FREMONT TELEPHONE COMPANY, PETITIONER, v. CAROLINA  
TELEPHONE AND TELEGRAPH COMPANY, RESPONDENT.

ORDER

Petition in this case was filed on the 30th day of March, 1929, and evidence was heard on the 20th day of March, 1929. Briefs have been filed by both parties, setting forth fully their contentions on the record. The petitioner is a telephone company operating telephone exchanges at Fremont and Pikesville, in Wayne County; Stantonsburg, in Wilson County, the latter being connected with the office in Fremont; and Princeton, in Johnston County. The Princeton exchange is not connected with the other properties of the petitioner, but the combined system serves about 450 subscribers in municipal and country districts with about 250 miles of rural circuit lines. The petitioner also has two toll circuits from Pikeville into Fremont, one from Fremont into Stantonsburg, and one from Stantonsburg into Wilson. At Fremont, connection is made with the respondent, giving one toll circuit into Wilson and one into Goldsboro. The respondent accepts calls at Fremont for Wilson and beyond or Goldsboro and beyond over its lines when the calls originate on the Fremont exchange, and at Wilson from Stantonsburg when the calls originate on that exchange.

The petitioner seeks authority to construct a line from its exchange at Fremont to Wilson along the highway between those two points and at Wilson, an order for a connection with the respondent for the purpose of transmitting over the line thus constructed its toll messages for Wilson and beyond. It bases its contention upon two major allegations: First,



that the line thus constructed will furnish a local and rural service to those along the proposed line who do not now enjoy telephone service of any kind, and, second; that the toll lines now in operation between Fremont and Wilson and between Fremont and Goldsboro are not adequate to meet the demands of the public using the Fremont exchange.

It is also contended by the petitioner that it must have a substantial toll business if it is to prosper as a telephone company, but this can not be considered in favor of the request of the petitioner that it be granted authority to construct its line from Fremont to Wilson and secure a connection at Wilson with the respondent.

The respondent, answering the contentions of the petitioner, says that the present toll lines connected into the Fremont office furnish adequate facilities for the handling of existing business and any which may be expected to come from new rural service extended to the surrounding territory. It further contends that it has had for sometime a circuit through the town of Fremont which the petitioner has refused to permit it to connect to the Fremont switchboard; that said circuit is now available and will be connected whenever the petitioner will grant permission to make the connection; and that the circuit already connected, together with the one which the respondent wishes to connect, will furnish all the toll service required by the public using the lines of the petitioner company at Fremont.

The respondent contends that the rural service proposed by the petitioner can be furnished by it without duplication of existing toll lines between Fremont and Wilson and without the connection at Wilson. It does not propose to furnish the local service nor does it propose to prevent the petitioner from furnishing it. The respondent stands ready and willing, however, to make the additional connection of the toll line at Fremont and furnish over it and the existing facilities all the service required by the petitioner for its subscribers.

On September 29, 1927, the Fremont Telephone Company filed a petition, asking for authority to construct a toll circuit from Fremont to Goldsboro and another from Fremont to Wilson, the latter to be along the same highway as now proposed by the petitioner for the toll line for which authority to construct is now sought. On October 6, 1927, the Clerk informed the petitioner that: "The Commission, having under consideration the above subject, hereby grants authority to construct such a line with a standard material specified in the petition." The petition was proper and the Commission, in dealing with the subject, had authority to grant the permission requested.

Following the letter from the Clerk of the Commission, the petitioner set about the purchase of the required material for the construction of the proposed line from Fremont to Wilson as well as the line from Fremont to Goldsboro and completed its purchase of the estimated amount. The respondent declined to connect with the petitioner at Wilson and to meet the petitioner on its proposed line to Wilson. Failing to get a connection with the respondent at Wilson, the Fremont Telephone Company filed its petition of March 30, 1928, in which it again asked authority to construct the line to Wilson and petitioned the Commission to require the respondent to give a connection at Wilson. It was not until this petition was filed that the respondent met the request of the petitioner repeatedly made



from 1918 that toll lines or circuits sufficient to meet its demands be connected to the Fremont switchboard. This was done by the respondent in August or September of 1928 by the completion of an additional circuit between Wilson and Goldsboro, through Fremont, and filing with the petitioner a request to be permitted to make connection with its switchboard. The filing of the petition of September 29, 1927, by the Fremont Telephone Company and the action of the Commission thereon does not justify, nor is it held to justify, the granting of the petition of that company in this case for effecting physical connection with the respondent at Wilson so as to handle toll messages over the lines of the petitioner to Wilson. The evidence must be sufficient to show that the public convenience and requirements are such as to justify the order of the Commission and it is solely upon the facts existing at the time the petition of March 30, 1928, was filed that the Commission must decide the issues raised as between the petitioner and respondent.

The evidence shows that the total business out of Fremont has increased gradually and substantially since 1924, the approximate date upon which the respondent discontinued one of the toll circuits into Fremont. In 1924, the total business out of Fremont was \$2,567.44, which had increased to \$3,953.84 in 1928. This record of increase of business, together with the action of the respondent in tendering to the petitioner an additional toll line at this time, constitutes facts sufficient to warrant a finding that the public at Fremont requires the additional toll service which the petitioner seeks authority to construct, and the Commission so concludes.

The conclusion that the additional service is required for properly serving the public raises the question as to whether the petitioner shall construct the toll line or the respondent shall be permitted to furnish it. Upon this point the parties, of course, cannot agree. It, however, becomes necessary to analyze the situation to determine the rights as between the two contending companies.

The petitioner holds authority to construct the line from Fremont to Wilson, granted in October, 1927. The respondent has constructed, since that date, the toll line from Wilson to Goldsboro and has requested permission of the petitioner to connect with the switchboard at Fremont. The permission has not been granted by the petitioner because, as a result of the authority granted in October, 1927, it has purchased the necessary material to construct the line and rests upon its rights to be permitted to construct and furnish the facility under that authority. The line from Wilson to Goldsboro is in use and is needed for the other toll business of the respondent although the toll business out of Fremont could be handled over it. Upon these facts, however, it seems proper to stand by the order heretofore entered by this Commission and give to the petitioner the right to construct and furnish the service from Fremont to Wilson.

The connection with the respondent at Wilson is the next question which presents itself for determination by the Commission; but, as this involves a question of law, it will be dealt with after the question of the necessity for local service has been disposed of.

Upon the question of supplying local service to the section between Fremont and Wilson, there can be but little debate, as the respondent does not propose to supply this service but depends upon the petitioner



to furnish it if the people along the proposed line enjoy phone service. The petitioner proposes to furnish the service, and in fact, proposes to construct the line for the two-fold purpose, i. e., furnishing a toll line from Fremont to Wilson and a local circuit between these two points. It is not contended that the local service is not demanded. In fact, evidence that twenty-one country residents had applied for such service was presented. The debate is not, therefore, on this question, and to conclude that the respondent will not meet this public demand is in accord with the evidence and the position of all the parties. One of the Commissioners at the hearing asked respondent if it could give assurance that it would supply the demand for rural service and respondent would not answer. The Fremont Telephone Company is, therefore, entitled to be sustained upon this request, not only because it already has authority to construct the line, but because it is the only party which proposes to supply the service.

Having thus concluded that additional toll service is needed between Fremont and Wilson; that the petitioner possesses authority from the Corporation Commission to construct a line which will supply such service, that it is now entitled to permission to construct the proposed line; that the respondent has need for its toll line now running through Fremont but not connected into the Fremont switchboard; that the respondent does not propose to supply the local service required between Fremont and Wilson, demand for which exists; it remains for the Commission to determine whether or not it has authority to require of the respondent the necessary connection at Wilson. Without this connection the construction of the line from Fremont to Wilson is a useless expenditure. Having found the public demand for the construction to Wilson, it follows, as night the day, that connection at Wilson with the respondent is in the public interest.

As to the law sustaining the authority of the Commission to require the connection, there can be but little question. It is well settled that a regulatory body, such as the Corporation Commission, has the right and duty to require such a connection when necessary to meet the needs and convenience of the public upon proper compensation. Thus it follows that since the needs and convenience of the public are resolved in favor of the construction of the line and in support of the petitioner's contention for the right to construct and supply the facility, the Commission should go the further step and, in the interest of the public service, require the physical connection between the petitioner and the respondent.

The telephone company, acting under a quasi-public franchise, is properly classified among the public service corporations, and as such is subject to public regulation and reasonable control. (Clinton-Dunn Tel. Co. v. Carolina Tel., etc. Co., 159 N. C. 9, Godwin v. Carolina Tel. Co. 136 N. C. 258, Telegraph Co. v. Telegraph Co. 61 Vermont 241, Telephone Co. v. Telegraph Co. 66 Md. 399, Cumberland Tel. etc. Co. v. Kelly 160 Fed 316).

Telephone companies, being subject to regulation by the Corporation Commission, are subject to the requirements of the Commission under Section 1038, C. C., authorizing the Commission 'to require all transportation and transmission companies to establish and maintain all such public service facilities and conveniences as may be reasonable and just.' By inference the same authority is authorized by Section 1037, C. S., and



the two together justify the exercise by the Commission of its power of regulation by compelling physical connection with the respondent at the Wilson exchange.

Although at common law one telephone company could not force physical connection with another telephone company, yet under constitutional and statutory authority, one telephone company may be required to give to other companies the privilege of physical connection with its lines. To make this connection of value, it will be required to give other companies the use of its lines, and to make this service practical, its operators will be required to perform the necessary service of plugging in, answering and getting physical connection. (*Billings Mutual Telephone Co. v. Rocky Mountain Bell Telephone Co.* 155 Federal 207.)

The giving of physical connection with another company is not satisfied by mere physical union of the telephone wires and mere adjustment, but the right of connection and use means the privilege of having the business proffered, accepted and efficiently cared for by the receiving company through its agents or operators substantially as would be the business proffered by one of its own subscribers. (*Southwestern Telephone and Telegraph Co. v. State* 109 Tex, 337, 150 S. W. 604.)

With one exception, the courts of this country seem to be in harmony in support of the positions above stated, that the State, as an incident to the exercise of its police power, may require physical connection between telephone companies in the interest of the public service to be rendered by a telephone company. Exhaustive discussions in support of this position may be found in 11 A. L. R. 1204, 16 A. L. R. 352 and 43 L. R. A. New Series 550. The statute in this State being sufficiently inclusive, therefore, justifies this Commission in holding that the respondent must grant physical connection to the petitioner at its exchange in Wilson to the end that such facilities and conveniences as required by the public may be supplied.

This record discloses no evidence as to the cost of making the physical connection between the petitioner and the respondent at the Wilson exchange, nor as to the just and proper terms upon which such connection should be maintained. It has been held that the matter of regulation, the terms and conditions of a physical connection of the lines of different telephone companies, may be reserved by the Commission for further hearing and orders may be made from time to time adjusting the rights of the companies as future developments may require, (*Farmers' Mutual Telephone Co. v. Central U. Telephone Co.* P. U. R. 1915 E. 13) and that in ordering a physical connection to be made between a long distance company and a local exchange company, it is the duty of the companies to undertake to agree as to the terms for the connection and the maintenance of the connection. Therefore, in the absence of evidence on these two questions, this case should be retained upon the docket of the Commission for further hearing if the petitioner and respondent companies cannot agree upon terms for the division of the cost of making a physical connection at Wilson and the terms for the maintenance of the connection when made. It is, therefore,

ORDERED, That the respondent, Carolina Telephone and Telegraph Company be, and it is hereby required to grant and effect a physical connection between its switchboard at Wilson, North Carolina, and the line of the petitioner, Fremont Telephone Company, when the line of the latter shall



have been completed up to the point where physical connection with said switchboard at Wilson is possible; and the said respondent and petitioner are hereby directed to submit to this Commission within sixty days from the date of this order terms upon which the expense of said connection shall be divided and upon which the same shall be maintained. It is

**FURTHER ORDERED**, That the authority heretofore granted to the Fremont Telephone Company to construct a circuit from Fremont to Wilson be, and it is hereby affirmed. It is

**FURTHER ORDERED**, That if the petitioner and respondent cannot agree upon either the division of the expenses for making physical connection as hereinbefore directed and/or cannot agree upon the terms under which the same shall be maintained and used, then, and in that event, this case is assigned for hearing upon further notice by the Commission.

By order of the Commission:

R. O. SELF,

*Clerk.*

This 15th day of November, 1929.

LEE, Chairman, dissenting: It being admitted by the Fremont Telephone Company that the purpose for which it is asking this connection is to take a business from the Carolina Telephone and Telegraph Company that it now has and is in position to give to the public, I dissent from the order in this case. It is admitted, also, that the Carolina Telephone and Telegraph Company has adequate circuits into Fremont, which, if it were allowed to connect with the exchange at Fremont, would be ample. To require the connection asked in this petition would, in my opinion, confuse rather than help public service; therefore, I cannot agree with the decision reached by the other members of the Commission.

This 15th day of November, 1929.

Docket No. 6666.

IN RE: FREMONT TELEPHONE COMPANY v. CAROLINA TELEPHONE AND TELEGRAPH COMPANY.

ORDER

Order having been issued this case on November 15, 1929, and the ten days required by the statute for filing of exceptions expiring on November 25, 1929, the respondent now presents application for an extension of such time and gives reasons supporting its petition for such request, therefore, it is

**ORDERED**, That the said Carolina Telephone and Telegraph Company be given to January 2, 1930, to file such exceptions.

By order of the Commission:

R. O. SELF,

*Clerk.*

This 22nd day of November, 1929.

Docket No. 6666.

FREMONT TELEPHONE COMPANY, PETITIONER, v. CAROLINA TELEPHONE AND TELEGRAPH COMPANY, RESPONDENT.

ORDER

Petition was filed in this case March 13th, 1928; evidence heard March 20th, 1929; order entered November 15th, 1929, granting the petition;



exceptions to order filed by respondent on January 2nd, 1930, and hearing had on said exceptions February 18, 1930, at which hearing the entire case was reviewed by the Commission and all the matters in controversy and the contentions of both petitioner and respondent were again presented by counsel both orally and by briefs.

It will be recalled that the petitioner in this case seeks to have the Commission authorize it to construct a telephone line along the highway connection of the telephone system of petitioner with that of the respondent from Fremont to Wilson and order the respondent to allow a physical at Wilson in order that the petitioner may route its toll messages to Wilson and beyond over its own toll line, which it asks authority to construct to Wilson.

The petitioner contends that the toll line now in operation between Fremont and Wilson and other points is not adequate to meet the needs of the public using the Fremont exchange.

The respondent denies that the toll facilities are inadequate and further contends that it has had for some time an additional circuit through the town of Fremont which the petitioner has refused to permit respondent to connect to the Fremont switchboard, and further contends that when said additional circuit is connected there will be a surplus of service.

From all the evidence adduced at the hearings and the admissions of counsel and after a very careful and full consideration of the testimony, the arguments of counsel and the briefs filed by both sides, the Commission finds the following facts:

That there is now a valid contract subsisting between petitioner and respondent, entered into at the request of the petitioner, wherein the petitioner has agreed to use the toll line of the respondent from Fremont to Wilson upon terms set out in said contract; that the respondent has performed and is performing its part under said contract; that the respondent has one toll line now in use and has completed another circuit which it stands ready to connect with the switchboard of the petitioner at Fremont whenever the petitioner will permit it to do so, which, when connected, will afford adequate and ample long distance telephone facilities for the town of Fremont for some time to come. The Commission further finds that if the petitioner were allowed to construct the proposed line there would then be a duplication of service between Fremont and Wilson which the Commission finds is not needed and which would in effect tend to render nugatory the contract aforesaid.

Several questions of law are raised by the exceptions but the Commission deems it unnecessary and does not pass on said questions of law for the reason that it is of the opinion that the present service between Fremont and Wilson is adequate for the public needs and that the Commission certainly would not be justified in impairing the obligation of a contract when public necessity does not demand it. It is, therefore,

ORDERED, That the order heretofore made in this case be, and the same is hereby revoked; that the exceptions relevant to the above findings are allowed, and that the petition be dismissed.

By order of the Commission:  
This March 24th, 1930.

R. O. SELF,  
Clerk.



IN RE: PETITION OF GRANITE TELEPHONE COMPANY FOR  
ADJUSTMENT OF ITS TELEPHONE RATES ON ITS EXCHANGE  
AT GRANITE FALLS, NORTH CAROLINA.

ORDER

Petition having been made to the Commission for an increase in telephone rates on the Granite Falls Exchange of the Granite Telephone Company and copy of petition having been served upon the Mayor of said town, with request that he answer same within ten days from the date of notice thereof, and no answer having been received, it is thought that the rates of the petitioner demand a hearing on the matter without further delay.

It appears from the record that there are on this exchange about 240 telephones, 71 of which are owned by rural patrons. The company itself claims to have an investment of between thirteen and fourteen thousand dollars and proposes the following rates:

	<i>Per Month</i>
Business Single Line.....	\$4.00
Business Two-party Line.....	3.50
Business Four-party Line.....	3.00
Business Extension Phone.....	1.25
Residence One-party Line.....	2.50
Residence Two-party Line.....	2.00
Residence Four-party Line.....	1.75
Residence Extension Phone.....	1.00
Four-party Rural Magneto.....	1.00
Installation Charge, All Classes.....	3.50

The Commission, after considering the matter in the light of the service to be derived from the use of a telephone connection with this exchange, is of the opinion that the rates requested are too high and are too much out of line with rates for exchanges of similar size which it has authorized in the past; therefore, it is

ORDERED, That the Granite Telephone Company be, and is hereby authorized to charge the following monthly rates:

	<i>Per Month</i>
Business Single Line.....	\$3.50
Business Two-party Line.....	2.75
Business Four-party Line.....	2.25
Business Extension Phone.....	1.00
Residence Single Line.....	2.50
Residence Two-party Line.....	2.00
Residence Four-party Line.....	1.75
Residence Extension Phone.....	1.00
Four-party Rural Magneto.....	1.00
Installation Charge, All Classes.....	2.00
Inside Building Move.....	1.50

The above rates are to apply within one mile air line measurement of the exchange; beyond one mile, exclusive of rural lines, the rates shall be the rates shown above plus 25 cents per month per telephone. The rates prescribed in this order are to become effective on the first of the month following the date of completion of new construction.

By order of the Commission:

R. O. SELF,  
Clerk.

This 31st day of December, 1929.

Docket No. 6832.

# APPLICATION OF THE NORFOLK AND CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR TELEPHONE RATES ON ITS MANTEO, N. C., EXCHANGE.

## ORDER

The petitioner now informs this Commission that it has constructed an exchange in the town of Manteo, N. C., on Roanoke Island, and that said exchange is ready for service, and the petitioner is asking for the establishment of rates thereon.

The petitioner further states that it would like to add a penalty of \$0.25 for each main phone to all subscribers' accounts not paid on or before the fifth day of each month, but it has been the practice of this Commission for the many years it has been constituted not to permit utilities to collect penalties. If there is an exchange in this State that is legally authorized to collect penalties it is not revealed by reference to our files; therefore, it is

ORDERED, That the Norfolk and Carolina Telephone and Telegraph Company's application to add a penalty is hereby denied, and it is further

ORDERED, That the petitioner is hereby authorized to charge for monthly rental service on its Manteo, N. C., exchange the following rates:

	<i>Per Month</i>
Individual Business Phone.....	\$3.25
Two-party Business Phone.....	2.75
Individual Residence Phone.....	2.50
Two-party Residence Phone.....	1.75
By order of the Commission:	R. O. SELF,
This 25th day of September, 1929.	<i>Clerk.</i>
Docket No. 6807.	

# IN RE: NORTH STATE TELEPHONE COMPANY PETITIONING ADJUSTMENT OF TELEPHONE RATES IN THE TOWN OF RANDELMAN, NORTH CAROLINA.

## ORDER

The petitioner in this case makes application not to raise rates, but to establish some additional rates, which the company owning this exchange prior to the purchase by the North State Telephone Company, did not have. It appears that for some years the rates of the former company were:

	<i>Per Month</i>
Straight Line, Business.....	\$2.75
Single Line, Residence.....	1.75
Party Line, Residence.....	1.25
Rural Line .....	.75

The present company does not have rural lines on this exchange but it appears that the lines have been turned over to the subscribers, using them, to keep up and the present company charges each line for a drop on the switchboard, which is based on the number of phones on any given rural line and in many cases is often less than \$0.75. This petitioner desires to establish a business party line and also a base rate area outside



of which the company will charge the rate inside this area plus \$0.25, therefore, it is

ORDERED, That the petitioner be, and is hereby authorized to charge the following rates within one mile of the Randleman, N. C., exchange office, and for telephones beyond the one-mile area it is hereby authorized to charge \$0.25 per month additional to the rates herein named:

	<i>Per Month</i>
Business Special Line.....	\$2.75
Business Party Line.....	2.00
Residence Special Line.....	1.75
Residence Party Line.....	1.25

In addition to the above rates the petitioner is hereby authorized to charge the sum of \$1.00 for each cut-out and reconnect on party lines. This last charge is permitted by the Commission for the reason that in order to disconnect or reconnect any given subscriber on a party line, it necessitates sending an employee to the subscriber's house.

By order of the Commission:

R. O. SELF,  
*Clerk.*

This 24th day of September, 1929.

Docket No. 6710.

IN RE: PETITION OF THE ROWAN TELEPHONE COMPANY (NOT INCORPORATED) AND THE COUNCIL OF THE TOWNS OF GRANITE QUARRY, N. C., FAITH, N. C., AND ROCKWELL, N. C., TO THE NORTH CAROLINA CORPORATION COMMISSION FOR ADJUSTMENT OF RATES IN THE SAID TOWNS AND ON THEIR EXCHANGES.

#### ORDER

The Commission, having under consideration the above application, in which is contained satisfactory evidence to the effect that property is being rebuilt, a lot has been purchased and an exchange building erected thereon with the installation of modern automatic telephone equipment, and a complete reconstruction of the outside plant of the telephone exchanges operating in said towns with metallic circuits on all subscribers' lines in connection with the exchange, and the rendering of 24 hours per day service and the inauguration of service on Sundays, the petition is hereby approved and it is

ORDERED, That the petitioner be, and is hereby authorized to charge on its Granite Quarry, N. C., Faith, N. C., and Rockwell, N. C., exchanges the following rates, to become effective April 1, 1929:

A. Within the Base Rate Area, i. e., within three-fourths mile of the General Offices of the above named exchanges:

	<i>Per Month</i>
Business Individual Line.....	\$3.00
Business Two-party Line.....	2.50
Business Extension .....	1.00
Residence Individual Line.....	2.00
Residence Two-party Line.....	1.75
Residence Four-party Line.....	1.50
Residence Extension .....	1.00



B. Outside of the area indicated in (a) and within the territory regularly served by primary classes of service, the following rates apply together with established mileage charges as specified under the "Mileage Charges":

	<i>Per Month</i>
Business Individual Line.....	\$3.00
Business Two-party Line.....	2.50
Business Extension .....	1.00
Residence Individual Line.....	2.00
Residence Two-party Line.....	1.75
Residence Four-party Line.....	1.50
Residence Extension .....	1.00

#### RURAL SERVICE:

Beyond the base rate area rural line service of not less than four stations or more than eight stations per line is furnished at the monthly rates given.

Within two miles, air line measurement, of the Base Rate Area of the above named exchanges:

	<i>Per Month</i>
Business .....	\$2.25
Residence .....	1.75

Beyond two miles, air line measurement, of the Base Rate Area of the above named exchanges, a mileage charge of 25 cents per mile, or fraction thereof, applies to each main station.

#### MILEAGE CHARGES:

Mileage charges apply in connection with main stations which are located outside the Base Rate Area but within the Exchange Area, and are in addition to the base rate quoted for the class of service furnished:

	<i>Per Month</i>
Individual Lines, per one-fourth mile or fraction thereof...	\$0.63
Two-party Lines, per one-fourth mile or fraction thereof, each main station .....	.32
Four-party Lines, per one-fourth mile or fraction thereof, each main station.....	.16

#### CHARGES FOR MOVES AND CHANGES:

1. For moving a telephone set from one location to another on the same premises..... \$3.00
2. For moving any other equipment of wiring from one location to another on the same premises, a charge based on the cost of labor and material.
3. For change in type or style of telephone set, a charge of 3.00
4. For other changes in equipment of wiring charges based on the cost of labor and material.

#### FARMERS' LINE SERVICE:

Four to Seven-party Line, the company will build from Base Rate Area, two miles.....	\$1.50
Seven to Ten-party Line, the company will build four and one-half miles from Base Rate Area.....	1.50
Rural Business Party Line.....	2.50

#### RESTORATION CHARGE:

When service has been suspended for non-payment of charges, restoration of service will be made only upon payment of the charges due, and in addition restoration charge of \$1.00.

By order of the Commission:

This 23rd day of March, 1929.

Docket No. 6754.

R. O. SELF,  
Clerk.



PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR REVISION IN THE SCHEDULE OF EXCHANGE TELEPHONE RATES AT ITS ASHEVILLE, NORTH CAROLINA, EXCHANGE.

ORDER

This matter came on for hearing on October 15, 1929, after due and legal setting and notices. Petitioner was represented by Mr. E. D. Smith, its General Counsel, and the City of Asheville, appearing as protestant, was represented by Mayor Gallatin Roberts, Corporation Counsel George Pennell, and Mr. W. H. Weiss.

After the taking of the testimony for the petitioner and upon that testimony and upon the agreement of the parties represented before the Commission, it is

ORDERED, That, effective November 2, 1929, and until the Southern Bell Telephone and Telegraph Company shall construct its new building in the City of Asheville and shall render comprehensive service from the new dial system, which it proposes to construct in said city, the rates shown on the tariff, or schedule of rates, attached hereto and within the base rate area, as shown upon the map attached hereto, both of which are marked Exhibit A, (which exhibit consists of four sheets) shall be the maximum rates for exchange telephone service at the Asheville exchange of said company. It is

FURTHER ORDERED, That when said company shall have constructed its new building in said city and installed the said comprehensive dial exchange telephone system which it proposes to install in said city, but not before December 21, 1931, and to be effective the twenty-first day of the month succeeding the completion of said building and the giving of said service from said dial system, the monthly rates attached hereto as Exhibit B (consisting of four sheets), and made a part hereof, shall be and become effective as the maximum monthly rates for exchange service at its said Asheville exchange, and that from said time the said company is hereby authorized and entitled to charge said monthly telephone exchange rates within the said base rate area.

By order of the Commission:  
This 17th day of October, 1929.

R. O. SELF,  
Clerk.

EXHIBIT A—SHEET 1

SOUTHERN BELL TELEPHONE AND TELEGRAPH CO.  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of an Asheville Central Office.

## RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Asheville as of October 17, 1929, and beyond these limits as shown on map attached hereto, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$5.75	\$4.75	....
Residence .....	3.35	2.75	\$2.25

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$5.75	\$4.75	\$4.50	\$3.75
Residence .....	3.35	2.75	2.25	2.50

## C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

<i>Class of Service</i>	<i>General Section</i>	<i>Exchange Tariff Schedule</i>
Auxiliary Line (Inward).....	15	..
Joint User .....	19	3
Toll Terminal .....	8	..
Farmers' Line, Class A.....	9	..
Farmers' Exchange, Class C.....	9	..

Issued October 17, 1929.

Effective November 21, 1929.

By: S. E. Warren, General Commercial Manager,  
Atlanta, Ga.

## EXHIBIT A—SHEET 2

SOUTHERN BELL TELEPHONE AND TELEGRAPH CO.  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

## REGULATIONS

1. The rates herein specified are in addition to those specified on Sheet 1 of the Local Exchange for this exchange.
2. Except as otherwise provided herein, these rates are governed by the regulations given on Sheet 1 of this Local Exchange Tariff and by those given in the General Exchange Tariff.
3. Subscribers are entitled to the number of messages specified to all stations bearing the designation of an Asheville Central Office.



## RATES AND THEIR APPLICATION

A. Within the Base Rate Area as defined on Sheet 1, message rates are quoted as follows:

	<i>Monthly Message Allowance</i>	<i>Individual Line</i>	<i>Additional Local Messages</i>
Business .....	\$0.85	\$5.00	\$0.04
Residence .....	....	....	....

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Monthly Message Allowance</i>	<i>Individual Line</i>	<i>Additional Local Messages</i>
Business .....	\$0.85	\$5.00	\$0.04
Residence .....	....	....	....

Issued October 17, 1929.

Effective November 21, 1929.

By: S. E. Warren, General Commercial Manager,  
Atlanta, Ga.

## EXHIBIT A—SHEET 3

SOUTHERN BELL TELEPHONE AND TELEGRAPH CO.  
SUPPLEMENTAL LOCAL EXCHANGE TARIFF FILED WITH THE  
NORTH CAROLINA CORPORATION COMMISSION.

## EXCEPTIONS TO GENERAL EXCHANGE TARIFF

The rates and regulations for the classes of service and equipment given below are as specified in the General Exchange Tariff, with the exceptions indicated.

## AUXILIARY LINES:

For auxiliary lines a charge of \$3.50 per month applies.

## EXTENSION STATIONS:

For extension stations the following monthly charges apply:

Business, wall or desk set equipment.....	\$1.25
Residence, wall or desk set equipment.....	1.00

## FARMERS' LINES, CLASS A AND FARMERS' EXCHANGES, CLASS C:

For farmers' lines Class A, a charge of \$5.00 per month applies. For farmers' exchange trunk lines, Class C, a charge of \$10.00 per month applies.

## TOLL TERMINALS:

For toll terminals a charge of 2.50 per month applies.

Issued October 17, 1929.

Effective November 21, 1929.

By: S. E. Warren, General Commercial Manager,  
Atlanta, Ga.

## EXHIBIT B—SHEET 1

SOUTHERN BELL TELEPHONE AND TELEGRAPH CO.  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

## REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of an Asheville Central Office.

## RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., the corporate limits of Asheville as of October 17, 1929, and beyond these limits as shown on the attached map, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$6.50	\$5.50	....
Residence .....	3.75	3.00	\$2.50

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$6.50	\$5.50	\$4.50	\$3.75
Residence .....	3.75	3.00	2.50	2.50

## C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

<i>Class of Service</i>	<i>General Exchange Tariff</i>	
	<i>Section</i>	<i>Schedule</i>
Auxiliary Line (Inward).....	15	..
Joint User .....	19	3
Toll Terminal .....	8	..
Farmers' Line, Class A.....	9	..
Farmers' Exchange, Class C.....	9	..

## EXHIBIT B—SHEET 2

SOUTHERN BELL TELEPHONE AND TELEGRAPH CO.  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

## REGULATIONS

1. The rates herein specified are in addition to those specified on Sheet 1 of the Local Exchange for this exchange.



2. Except as otherwise provided herein, these rates are governed by the regulations given on Sheet 1 of this Local Exchange Tariff and by those given in the General Exchange Tariff.

3. Subscribers are entitled to the number of messages specified to all stations bearing the designation of an Asheville Central Office.

#### RATES AND THEIR APPLICATION

A. Within the Base Rate Area as defined on Sheet 1, message rates are quoted as follows:

	<i>Monthly Message Allowance</i>	<i>Individual Line</i>	<i>Additional Local Messages</i>
Business .....	\$0.85	\$5.00	\$0.04
Residence .....	....	....	....

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Monthly Message Allowance</i>	<i>Individual Line</i>	<i>Additional Local Messages</i>
Business .....	\$0.85	\$5.00	\$0.04
Residence .....	....	....	....

#### EXHIBIT B—SHEET 3

### SOUTHERN BELL TELEPHONE AND TELEGRAPH CO. SUPPLEMENTAL LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA CORPORATION COMMISSION.

#### EXCEPTIONS TO GENERAL EXCHANGE TARIFF

The rates and regulations for the classes of service and equipment given below are as specified in the General Exchange Tariff, with the exceptions indicated.

#### AUXILIARY LINES:

For auxiliary lines a charge of \$3.50 per month applies.

#### EXTENSION STATIONS:

For extension stations the following monthly charges apply:

Business, wall or desk set equipment.....	\$1.50
Residence, wall or desk set equipment.....	1.00

#### FARMERS' LINES, CLASS A AND FARMERS' EXCHANGES, CLASS C:

For farmers' lines Class A, a charge of \$5.00 per month applies. For farmers' exchange trunk lines, Class C, a charge of \$10.00 per month applies.

#### TOLL TERMINALS:

For toll terminals a charge of 2.50 per month applies.

Docket No. 6796.

IN RE: PETITION OF THE SOUTHERN BELL TELEPHONE AND  
TELEGRAPH COMPANY FOR REVISION IN EXCHANGE RATES  
AND BASE RATE AREA AT ITS CHARLOTTE, NORTH CARO-  
LINA EXCHANGE.

ORDER

The petitioner herein makes application to enlarge the base rate area within which telephone service from its Charlotte exchange will be furnished at primary exchange rates without mileage charges and to revise its monthly rates for its exchange telephone service to be rendered from its exchange within the enlarged base rate area in accordance with the schedule of tariffs attached hereto and marked Exhibit A, and map of proposed enlarged base rate area is attached hereto and marked Exhibit B. Both of said exhibits are made a part of this order.

The petition was presented to the Commission after having been explained to the Mayor and Commissioners of Charlotte, as evidenced by letter dated April 5, 1929, signed by Mayor F. M. Redd, Commissioner of Public Works R. L. Brown and Commissioner of Public Safety W. R. Robertson. The petition was explained, also, at a joint meeting held at the Charlotte Chamber of Commerce of members from the Board of Directors of the Chamber of Commerce, the Charlotte Industrial Bureau, Charlotte Merchants' Association, Charlotte Shippers' and Manufacturers' Association, which meeting was presided over by Mr. C. A. Williams, Sr., President of the Chamber of Commerce, as evidenced by a letter dated April 4, 1929, signed by C. O. Kuester, Vice-President and General Manager of the Charlotte Chamber of Commerce, with a copy of the minutes of the meeting attached thereto.

Evidence is presented which indicates that there are about 3,200 telephones outside the present base rate area on which the proposed rates will decrease the monthly exchange rental rate about eighty-two cents per telephone, and the increase proposed on business telephones within the present base rate area will average about 39.5 cents per telephone. Therefore, it is

ORDERED, That the petitioner be, and is hereby authorized to charge the rates set forth in Exhibit A within the base rate area set forth in Exhibit B, effective on and after April 26, 1929. It is

FURTHER ORDERED, That nothing in this order shall be construed to prejudice the rights of any individual who may desire to be heard with reference thereto.

By order of the Commission:  
This 11th day of April, 1929.

R. O. SELF,  
*Clerk.*

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.



2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Charlotte Central Office.

#### RATES AND THEIR APPLICATION

A. Within the Base Rate Area, i. e., as defined by the attached map, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$6.50	\$6.00	....
Residence .....	3.75	3.00	\$2.50

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>	<i>Rural Line</i>
Business .....	\$6.50	\$6.00	\$5.00	\$3.75
Residence .....	3.75	3.00	2.50	2.50

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

<i>Class of Service</i>	<i>General Exchange Tariff</i>	
	<i>Section</i>	<i>Schedule</i>
Auxiliary Line (Inward) .....	15	1
Joint User .....	19	1&3
Toll Terminal .....	8	3
Farmers' Line, Class A .....	9	3
Farmers' Exchange, Class C .....	9	3

### SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA CORPORATION COMMISSION.

#### REGULATIONS

1. The rates herein specified are in addition to those specified on Sheet 1 of the Local Exchange Tariff for this exchange.

2. Except as otherwise provided herein, these rates are governed by the regulations given on Sheet 1 of this Local Exchange Tariff and by those given in the General Exchange Tariff.

3. Subscribers are entitled to the number of messages specified to all stations bearing the designation of a Charlotte Central Office.

#### RATES AND THEIR APPLICATION

A. Within the Base Rate Area as defined on Sheet 1, message rates are quoted as follows:

	<i>Monthly Message Allowance</i>	<i>Individual Line</i>	<i>Additional Local Messages</i>
Business .....	\$0.85	\$5.00	\$0.04
Residence .....	....	....	....

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Monthly Message Allowance</i>	<i>Individual Line</i>	<i>Additional Local Messages</i>
Business .....	\$0.85	\$5.00	\$0.04
Residence .....	....	....	....

Docket No. 6763.

IN RE: PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN RATES IN CONSIDERATION OF IMPROVEMENTS AT CHERRYVILLE, NORTH CAROLINA.

ORDER

Whereas, it appears to the North Carolina Corporation Commission that the City of Cherryville, North Carolina, as indicated by the following petition to the Southern Bell Telephone and Telegraph Company, now desires that Company to install in said city a modern common battery telephone system in lieu of its present magneto equipment and to remove its poles and wires from the white way area of said city:

"PETITION OF THE CITY COUNCIL OF THE CITY OF CHERRYVILLE, NORTH CAROLINA, TO THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE CONVERSION OF THE TELEPHONE PLANT IN CHERRYVILLE, NORTH CAROLINA, FROM MAGNETO TO COMMON BATTERY AND FOR THE REMOVAL OF ITS POLES AND WIRES FROM THE WHITE WAY AREA OF SAID CITY.

"TO THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY:

"The City Council of the City of Cherryville, N. C., as indicated by singatures hereto, petitions the Southern Bell Telephone and Telegraph Company to install in said city a modern common battery telephone system in lieu of its present magneto equipment, and to remove its poles and wires from the white way area of said city, provided the North Carolina Corporation Commission will now approve the schedule of tariffs of monthly rates as herein set out to be charged by said Company for its Cherryville, North Carolina, exchange common battery telephone service:

Business Individual Line.....	\$4.00
Business Two-party Line.....	3.50
Business Four-party Line.....	3.00
Business Rural Line.....	2.50*
Residence Individual Line.....	2.50
Residence Two-party Line.....	2.00
Residence Four-party Line.....	1.75
Residence Rural Line.....	1.75*

\*Outside Base Rate Area only.

"The work of installing said common battery telephone system and removing poles and wires from the white way area is to be begun as



soon as practicable after the Commission's order of approval of said rates and is to be completed within twelve months after the beginning of such work or as soon thereafter as practicable.

"Wherefore, the North Carolina Corporation Commission is respectfully petitioned by the undersigned to approve the schedule of rates hereinbefore set out, such schedule of rates to become effective the first of the month following the completion of the above described improvements.

Respectfully submitted,  
 Attest: CITY OF CHERRYVILLE, NORTH CAROLINA,  
 Thos. J. Mosteller, By: F. U. Mauney,  
*Clerk.* *Mayor."*

(Seal of Town of Cherryville.)

It is, therefore,

ORDERED, By this Commission, that in consideration of the foregoing the Southern Bell Telephone and Telegraph Company is authorized to charge the following rates for its Cherryville, North Carolina, exchange common battery service from the first of the month following the completion of the above described improvements:

Business Individual Line.....	\$4.00
Business Two-party Line.....	3.50
Business Four-party Line.....	3.00
Business Rural Line.....	2.50*
Residence Individual Line.....	2.50
Residence Two-party Line.....	2.00
Residence Four-party Line.....	1.75
Residence Rural Line.....	1.75*

\*Outside Base Rate Area only.

By order of the Commission:

R. O. SELF,  
*Clerk.*

This 9th day of April, 1929.

Docket No. 6764.

## IN RE: TELEPHONE EXCHANGE RATES, FOR SALISBURY, NORTH CAROLINA.

### ORDER

On July 10, 1927, the Southern Bell Telephone and Telegraph Company made application to the Corporation Commission for permission to revise its rates charged for its Salisbury exchange service. At that time it was making preparations to build a new exchange building, install new central office equipment, and place a large part of the wires in the business section of the town under ground. It was estimated at that time that this improvement would cost approximately two hundred fifty thousand dollars. Hearing was held and the City of Salisbury was represented by counsel. Since that time the construction has been made and instead of costing what the company originally estimated, it has exceeded that amount by probably as much as fifty thousand dollars.

The number of telephones now on the Salisbury exchange is approximately what some of the other cities in the State were at the time rates were granted for them that are now asked for Salisbury. The exchange has been rebuilt and completed and is expected to be in use by February 23rd, 1929; therefore, it is

ORDERED, That the rates applied for under date of June 10, 1928, and as set out in exhibit attached to this order are hereby granted, effective March 1, 1929. The blueprint attached to the original of this order establishes the base rate area on this exchange.

By order of the Commission:  
This 6th day of February, 1929.

R. O. SELF,  
Clerk.

SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY  
LOCAL EXCHANGE TARIFF FILED WITH THE NORTH CAROLINA  
CORPORATION COMMISSION.

REGULATIONS

1. Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff are made a part of this Local Exchange Tariff.

2. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of a Salisbury Central Office.

RATES AND THEIR APPLICATION

A. Within the Base Rate Area as shown on the attached map, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$5.50	\$4.95	....
Residence .....	3.25	2.75	2.25

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$5.50	\$4.95	\$3.85
Residence .....	3.25	2.75	2.25

C. Throughout the Exchange Area:

The rates for service and equipment not specifically shown in this Local Exchange Tariff are given in the General Exchange Tariff. Where the General Exchange Tariff gives more than one schedule for the same class of service or equipment, the schedule which applies in this exchange is indicated in the following table:

<i>Class of Service</i>	<i>General Exchange Tariff</i>	
	<i>Section</i>	<i>Schedule</i>
Auxiliary Line (Inward) .....	15	3
Joint User .....	19	3
Toll Terminal .....	8	3
Farmers' Line, Class A .....	9	3
Farmers' Exchange, Class C .....	9	3



IN RE: PETITION OF THE WESTERN CAROLINA TELEPHONE COMPANY FOR THE ESTABLISHMENT OF RULES, REGULATIONS, AND RATES ON ITS EXCHANGES IN THE TOWNS OF BRYSON CITY, FRANKLIN AND SYLVA.

ORDER

During the early part of 1928 the above-named petitioner filed an application for the establishment of rules, regulations, and rates in the towns of Bryson City, Franklin and Sylva. The petitioner is already operating in these towns and the rates asked for the town of Sylva are now in force. The rates which are asked for the towns of Franklin and Bryson City have been specifically approved by the board of aldermen of each town.

At the time the rates of this company were made they were made without rules and regulations, but since the company has been operating it has grown rapidly and now finds the necessity for rules governing these rates; therefore, it is

ORDERED, That the rates, rules and regulations attached to this order shall be effective from and after date hereof.

By order of the Commission:

R. O. SELF,

This 18th day of December, 1928.

Clerk.

WESTERN CAROLINA TELEPHONE COMPANY.  
RATES AND PRACTICES OF THE WESTERN CAROLINA TELEPHONE COMPANY FOR THE OPERATION OF ITS EXCHANGES IN NORTH CAROLINA.

BRYSON CITY, N. C.

When the exchange in Bryson City shall have been reconstructed, the following rates will apply:

(a) Within the Base Rate Area, i. e., within one mile of the Bryson City, N. C., central office:

	<i>Rate Per Month</i>
Business Individual Line.....	\$3.50
Business Two-party Line.....	3.00
Business Extension Station.....	1.00
Residence Individual Line.....	2.50
Residence Two-party Line.....	2.25
Residence Four-party Line.....	2.00
Residence Extension Station.....	.75

(b) Outside the area indicated in "a" and within the territory regularly served by primary classes of service, the following rates apply, plus an additional charge for extra distance beyond the Exchange Base Rate Area, of 63 cents per month per one-fourth mile or fraction thereof, to be prorated between two-party and four-party stations:

	<i>Rate Per Month</i>
Business Individual Line.....	\$3.50
Business Two-party Line.....	3.00
Business Extension Station.....	1.00
Residence Individual Line.....	2.50
Residence Two-party Line.....	2.25
Residence Four-party Line.....	2.00
Residence Extension Station.....	.75

**RURAL MULTI-PARTY SERVICE:**

Within two miles air line measurement, of the Base Rate Area of the Bryson City, N. C., exchange:

Business .....	\$2.50
Residence .....	2.00

Beyond two miles, air line measurement, of the Base Rate Area of the Bryson City exchange, a mileage charge of 25 cents per mile or fraction thereof, applies to each main station.

**FRANKLIN, N. C.**

(a) Within the Base Rate Area, i. e., within one mile of the Franklin, N. C., central office:

	<i>Rate Per Month</i>
Business One-party Line.....	\$3.50
Business Joint Users.....	1.00
Business Extensions.....	1.00
Business Two-party Line.....	3.00
Business Toll Terminal.....	2.50
Residence One-party Line.....	2.50
Residence Joint Users.....	.50
Residence Two-party Line.....	2.25
Residence, One to Four-party Line.....	2.00
Residence Extensions .....	.75

(b) Outside the area indicated in "a" and within the territory regularly served by primary classes of service, the following rates apply, plus an additional charge for extra distance beyond the Exchange Base Rate Area, of 63 cents per month per one-fourth mile or fraction thereof, to be prorated between two-party and four-party stations:

	<i>Rate Per Month</i>
Business One-party Line.....	\$3.50
Business Joint Users.....	1.00
Business Extensions .....	1.00
Business Two-party Line.....	3.00
Business Toll Terminal.....	2.50
Residence One-party Line.....	2.50
Residence Joint Users.....	.50
Residence Two-party Line.....	2.25
Residence, One to Four-party Line.....	2.00
Residence Extensions .....	.75

**RURAL MULTI-PARTY SERVICE:**

Within two miles air line measurement, of the Base Rate Area of the Franklin, N. C., exchange:

Business .....	\$2.50
Residence .....	2.00

Beyond two miles, air line measurement, of the Base Rate Area of the Franklin, N. C., exchange, a mileage charge of 25 cents per mile or fraction thereof, applies to each main station.



## SYLVA, N. C.

(a) Within the Base Rate Area, i. e., within one mile of the Sylva, N. C. central office:

	<i>Rate Per Month</i>
Business Individual Line.....	\$3.50
Business Two-party Line.....	3.00
Business Extension Station.....	1.00
Residence Individual Line.....	2.50
Residence Two-party Line.....	2.25
Residence Four-party Line.....	2.00
Residence Extension Station.....	.75

(b) Outside the area indicated in "a" and within the territory regularly served by primary classes of service, the following rates apply, plus an additional charge for extra distance beyond the Exchange Base Rate Area, of 63 cents per month per one-fourth mile or fraction thereof, to be prorated between two-party and four-party stations:

	<i>Rate Per Month</i>
Business Individual Line.....	\$3.50
Business Two-party Line.....	3.00
Business Extension Station.....	1.00
Residence Individual Line.....	2.50
Residence Two-party Line.....	2.25
Residence Four-party Line.....	2.00
Residence Extension Station.....	.75

## RURAL MULTI-PARTY SERVICE:

Within two miles air line measurement, of the Base Rate Area of the Sylva, N. C., exchange:

Business .....	\$2.50
Residence .....	2.00

Beyond two miles, air line measurement, of the Base Rate Area of the Sylva, N. C., exchange, a mileage charge of 25 cents per mile or fraction thereof, applies to each main station.

## MISCELLANEOUS CHARGES:

In connection with either business or residence station either inside or outside of the Exchange Base Rate Area, the following rates for miscellaneous equipment and service will apply:

Extension Gong .....	\$0.50
Extension Bell .....	.25
Extra Listing in Directory.....	.25
Extra Line in Directory.....	.25

## SERVICE CONNECTION CHARGES:

1. For individual and party line service..... \$3.50
2. For each extension station connected with any class of service ..... 3.50
3. To cover in part directory, accounting, circuit and switch-board expense in cases where service is established by the use of instrumentalities already in place in subscriber's premises and no change is made in type or location of such instrumentalities, each main station.. 1.50

## CHARGES FOR MOVES AND CHANGES:

1. For moving a telephone set from one location to another on the same premises..... 3.00
2. For moving any other equipment or wiring from one location to another on the same premises, a charge based on the cost of labor and material.
3. For change in type or style of telephone set a charge of 3.00
4. For other changes in equipment or wiring charge based on the cost of labor and material.

## RESTORATION CHARGE:

When service has been suspended for non-payment of charges, restoration of service will be made only upon payment of the charges due, and in addition restoration charge of \$1.00.

## SEASON SERVICE:

Service for the season period of six months or less.

## A. Within the Base Rate Area:

## BRYSON CITY, N. C.

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business .....	\$5.25	\$4.50	....
Residence .....	3.75	3.37	\$3.00

## FRANKLIN, N. C.

Business .....	5.25	4.50	....
Residence .....	3.75	3.37	3.00

## SYLVA, N. C.

Business .....	5.25	....	....
Residence .....	3.75	....	3.00

B. Outside the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates, plus the established mileage charges as specified in each sub-section "B", apply:

## BRYSON CITY, N. C.

Business .....	\$5.25	\$4.50	....
Residence .....	3.75	3.37	\$3.00

## FRANKLIN, N. C.

Business .....	5.25	4.50	....
Residence .....	3.75	3.37	3.00

## SYLVA, N. C.

Business .....	5.25	....	....
Residence .....	3.75	....	3.00

All exchange service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Regular monthly rates as quoted in sub-section "a" apply for service retained for any period in excess of season period.

## FARMERS' LINE RATES:

Beyond the Base Rate Area, Farmers' Line Service is furnished at the monthly rates given below, provided the subscriber furnishes, owns and maintains his line to the Exchange Base Rate Area, and furnishes, installs and maintains his own instruments:

	<i>Rate Per Month</i>
Minimum charge per line (with not more than 6 stations thereon) .....	\$3.60
Additional stations in excess of 6.....	.60 each



IN RE: PETITION OF THE WESTERN CAROLINA TELEPHONE  
COMPANY FOR APPROVAL OF EXCHANGE RATES AT HIGH-  
LANDS, NORTH CAROLINA.

ORDER

The Western Carolina Telephone Company, with principal office at Franklin, North Carolina, makes application for approval of exchange rates at Highlands, North Carolina.

Highlands is probably twenty miles from any other telephone exchange and the principal business done by the telephone company in that town is long distance business during the summer season, Highlands being a very popular, mountain, summer resort. For this reason the telephone company has built very satisfactory toll lines to this point and it has a number of citizens who now would like to have telephone service. The petitioner took this matter up with the Mayor and Board of Aldermen of the town and it appears that they approved the rates requested in the application. However, the rates requested are somewhat in excess of rates for similar service which have been approved by the Commission for small exchanges; therefore, the Commission is approving the application in part but reducing the rates requested on part of the service. It is, therefore,

ORDERED, That the petitioner be and is hereby authorized to charge monthly rates, as follows:

(a) Within the Base Rate Area, i. e., within one mile of the Highlands, N. C., central office:

	<i>Rate Per Month</i>
Business One-party Line.....	\$4.00
Business Joint Users.....	1.00
Business Extension Set.....	1.00
Business Two-party Line.....	3.50
Toll Terminal .....	2.50
Residence One-party Line.....	2.50
Residence Joint Users.....	.50
Residence Two-party Line.....	2.25
Residence Four-party Line.....	2.00
Residence Extension Set.....	.75

(b) Outside the area indicated in "a" and within the territory regularly served by primary classes of service, the following rates apply, plus an additional charge for extra distance beyond the Exchange Base Rate Area, of 63 cents per month per one-fourth mile or fraction thereof, to be prorated between two-party and four-party stations:

	<i>Rate Per Month</i>
Business One-party Line.....	\$4.00
Business Joint Users.....	1.00
Business Extension Set.....	1.00
Business Two-party Line.....	3.50
Toll Terminal .....	2.50
Residence One-party Line.....	2.50
Residence Joint Users.....	.50
Residence Two-party Line.....	2.25
Residence Four-party Line.....	2.00
Residence Extension Set.....	.75



**RURAL MULTI-PARTY SERVICE:**

Within two miles air line measurement, of the Base Rate Area of the Highlands, N. C., exchange:

	<i>Rate Per Month</i>
Business .....	\$2.50
Residence .....	2.00

Beyond two miles, air line measurement, of the Base Rate Area of the Highlands exchange, a mileage charge of 25 cents per mile or fraction thereof, applies to each main station.

**MISCELLANEOUS CHARGES:**

In connection with either business or residence stations either inside or outside of the Exchange Base Rate Area, the following rates for miscellaneous equipment and service will apply:

Extension Gong .....	\$0.50
Extension Bell .....	.25
Extra Listing in Directory.....	.25
Extra Line in Directory.....	.25

**SERVICE CONNECTION CHARGES:**

1. For an individual and party line service..... \$3.50
2. For each extension station connected with any class of service ..... 3.50
3. To cover in part directory, accounting, circuit and switchboard expense in cases where service is established by the use of instrumentalities already in place in subscriber's premises and no change is made in type or location of such instrumentalities, each main station ..... 1.50

**CHARGES FOR MOVES AND CHANGES:**

1. For moving a telephone set from one location to another on the same premises..... \$3.00
2. For moving any other equipment or wiring from one location to another on the same premises, a charge based on the cost of labor and material.
3. For change in type or style of telephone set a charge of.. 3.00
4. For other changes in equipment or wiring charge based on the cost of labor and material.

**RESTORATION CHARGE:**

When service has been suspended for non-payment of charges, restoration of service will be made only upon payment of the charges due, and in addition restoration charge of \$1.00.

**SEASON SERVICE:**

Service for the season period of six months or less.

(a) Within the Base Rate Area, i. e., within one mile of the Highlands, N. C., central office:

	<i>Rate Per Month</i>
Business One-party Line.....	\$6.00
Business Two-party Line.....	5.25
Residence One-party Line.....	3.75
Residence Two-party Line.....	3.37
Residence Four-party Line.....	3.00



(b) Outside the area indicated in "a" and within the territory regularly served by primary classes of service, the following rates, plus an additional charge for extra distance beyond the Exchange Base Rate Area, of 63 cents per month per one-fourth mile or fraction thereof, to be prorated between two-party and four-party stations:

	<i>Rate Per Month</i>
Business One-party Line.....	\$6.00
Business Two-party Line.....	5.25
Residence One-party Line.....	3.75
Residence Two-party Line.....	3.37

Docket No. 6803.

All exchange service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Regular monthly rates as quoted in sub-sections "a" and "b" apply for service retained for any period in excess of season period.

By order of the Commission:

R. O. SELF,

This 26th day of September, 1929.

*Clerk.*

Queen City Printing Company v. Southern Bell Telephone and Telegraph Company. Complaint of service and rates. Adjusted. No. 6681.

Carolina Suburban Gas Company, Inc., v. Southern Bell Telephone and Telegraph Company. Application for instalation of telephone. Adjusted. No. 6686.

F. J. Cox v. Southern Bell Telephone and Telegraph Company. Complaint of telephone service. Adjusted. No. 6703.

C. C. Lindley v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed. No. 6717.

B. L. Langdon v. Carolina Telephone and Telegraph Company. Application for installation of telephone at Coats. Adjusted. No. 6724.

B. D. Morris v. Randolph Telephone Company. Application for installation of telephone. Dismissed. No. 6725.

Randolph Mills, Inc., v. Randolph Telephone Company. Complaint of telephone service. Matter is taken up with defendant company and not having had further complaint the Commission presumes complaint is adjusted. No. 6729.

Fred C. Hunter v. Harrisburg Telephone Company. Complaint of service. Adjusted. No. 6751.

Mebane Home Telephone Company, Inc., to the Commission. Application for a charge of \$1.00 additional for service where two business phones are located in the same building and parties wish to use phone jointly. Approved. No. 6752.

Yanceyville Telephone and Electric Company to the Commission. Rates scheduled for Caswell County filed and approved. No. 6756.

Mrs. J. E. Bernsten v. City Telephone Company. Complaint of charge for phone when no phone was installed in residence. Adjusted. No. 6758.

H. Kendrick v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed. No. 6761.

Carolina Telephone and Telegraph Company to the Commission. Application for rates for Bayboro and Oriental. Dismissed. No. 6769.



Mooresville Telephone Company to the Commission. Service connection charges and charges for moves and changes of phone filed and approved. No. 6786.

Edward Byers v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Phone installed. No. 6791.

Carolina Telephone and Telegraph Company to the Commission. Application for permission to install modern triple automatic exchange at Roanoke Rapids, Weldon and Rosemary and to connect with said towns by adequate trunk lines. Adjusted. No. 6797.

Hugh Dortch v. Fremont Telephone Company. Complaint in re-billing and furnishing service. Adjusted. No. 6798.

Home Mortgage Company v. Southern Bell Telephone and Telegraph Company, Carolina Telephone and Telegraph Company and Interstate Telephone and Telegraph Company. Complaint of long distance service between Durham and Morehead City. Adjusted. No. 6799.

Mr. and Mrs. Jos. A. Martocello v. Chapel Hill Telephone Company. Complaint of service on rural route. Adjusted. No. 6811.

Citizens of Beulaville v. Appalachian Telephone and Telegraph Company. Complaint of service to point beyond and by Kinston. Adjusted. No. 6814.

Clinton K. Hughes v. Cane Creek Telephone Company. Complaint as to rates. Adjusted. No. 6815.

Mamie Lindsey v. Appalachian Telephone and Telegraph Company. Application for installation of telephone. Phone installed. No. 6819.

Horton Telephone Company to the Commission. Schedule of rates for Sparta filed and approved. No. 6822.

Town of Littleton v. Carolina Telephone and Telegraph Company. Complaint of retinal charges. Adjusted. No. 6823.

Carolina Telephone and Telegraph Company to the Commission. Local exchange rates at Seaboard filed and approved. No. 6824.

Southern Bell Telephone and Telegraph Company to the Commission. First Revised Sheet 2, Section 6 of General Exchange Tariff and First Revised Sheet 2, Section 20 of the General Exchange Tariff cancelling original Sheet 2, Section 6 and original Sheet 2, Section 20 of the General Exchange Tariff filed and approved, subject to hearing upon complaint. No. 6825.

Robert W. Pulliam v. Southern Bell Telephone and Telegraph Company. Complaint of service for citizens outside of Boone. Dismissed. No. 6833.

Thad E. Adams v. Southern Bell Telephone and Telegraph Company. Complaint as to rates. Adjusted. No. 6824.

Central Carolina Telephone Company to the Commission. Section 27 General Exchange Tariff covering establishment of Foreign Exchange Tariff filed and approved. No. 6851.

Casey Lumber Company v. Southern Bell Telephone and Telegraph Company. Complaint of charges and practices. Adjusted. No. 6858.

Southern Bell Telephone and Telegraph Company to the Commission. Additional monthly charge for desk set equipment of 25 cents filed and approved. No. 6859.

A. J. Thompson v. Southern Appalachian Telephone Company. Installation of Telephone. Adjusted. No. 6862.



Board of Commissioners of Tyrrell County v. Carolina Telephone and Telegraph Company. Complaint of telephone service. Adjusted. No. 6866.

B. J. King v. Southern Bell Telephone and Telegraph Company. Complaint of telephone service. Adjusted. No. 6869.

L. A. Covil v. Southern Appalachian Telephone Company. Complaint of increase in rates. Adjusted. No. 6873.

W. D. Matthews v. Central Carolina Telephone and Telegraph Company. Application for installation of pay stations at Vass and Southern Pines. Stations installed. No. 6882.

Gillette Estates, Inc., v. Polk County Telephone Company. Complaint of rates and service. Dismissed. No. 6885.

Miss Penelope Claytor v. Southern Bell Telephone and Telegraph Company. Complaint of charge for installation and payment for first month's service in advance. Dismissed. No. 6888.

Southern Appalachian Telephone Company to the Commission. Rates for Hot Springs, Morven, Old Fort, Richlands, Roseboro, Swansboro, Burnsville, Bakersville, Salemburg, Beulaville, Leicester, Jacksonville, Saluda, Hazel Craggy, Enka and Wadesboro filed and approved, subject to hearing upon complaint. No. 6892.

E. K. Bryan v. Southern Telephone and Telegraph Company. Application for installation of telephone at Wrightsville Beach. Dismissed. No. 6898.

### BANKS

#### IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE BANK OF AYDEN, AYDEN, N. C.

##### ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Ayden, Ayden, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Ayden, the Corporation Commission of the State of North Carolina levies an assessment against the stockholders of the Bank of Ayden equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Ayden on November 30, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 23rd day of January, 1928.

R. O. SELF,  
*Clerk.*

#### IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE BANK OF BELHAVEN, BELHAVEN, N. C.

##### ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Belhaven, Belhaven, North Carolina is necessary in order to discharge the liability to general creditors of said Bank of Belhaven, the Corporation



Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Belhaven equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Belhaven on February 9, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 8th day of August, 1927.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF BRIDGETON, BRIDGETON, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Bridgeton, Bridgeton, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Bridgeton, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Bridgeton equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Bridgeton on June 18, 1928, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 31st day of August, 1928.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF CASTALIA, CASTALIA, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Castalia, Castalia, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Castalia, the Corporation Commission of the State of North North Carolina hereby levies an assessment against the stockholders of the Bank of Castalia, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Castalia on December 14, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 8th day of February, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
CONTINENTAL TRUST CO., CHARLOTTE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of The Continental Trust Co., Charlotte, North Carolina, is necessary in order to discharge the liability to general creditors of said The Continental Trust Co.,



the Corporation Commission of the State of North Carolina hereby levies an assessment againsts the stockholders of The Continental Trust Co., equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said The Continental Trust Co. on May 18, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,  
*Clerk.*

This 21st day of June, 1929.

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
CHIMNEY ROCK TRUST CO., CHIMNEY ROCK, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commisison that an assessment against the stockholders of the Chimney Rock Trust Company, Chimney Rock, North Carolina, is necessary in order to discharge the liability to general creditors of said Chimney Rock Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Chimney Rock Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Chimney Rock Trust Company on February 4, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,  
*Clerk.*

This 1st day of April, 1930.

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF CONETOE, CONETOE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of The Bank of Conetoe, Conetoe, North Carolina, is necessary in order to discharge the liability to general creditors of said The Bank of Conetoe, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of The Bank of Conetoe, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Conetoe, on March 8, 1928, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,  
*Clerk.*

This 6th day of May, 1929.

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
PEOPLES BANK, CRESWELL, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Peoples Bank, Creswell, North Carolina, is necessary in order to discharge the.

liability to general creditors of said Peoples Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Peoples Bank equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Peoples Bank on January 18, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 19th day of July, 1927.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
CAROLINA BANK AND TRUST CO., ELIZABETH CITY, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Carolina Bank and Trust Co., Elizabeth City, North Carolina, is necessary in order to discharge the liability to general creditors of said Carolina Bank and Trust Co., the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Carolina Bank and Trust Co., equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Carolina Bank and Trust Co., on August 12, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 5th day of November, 1929.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF ELLERBE, ELLERBE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Ellerhe, Ellerhe, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Ellerhe, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Ellerhe, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Ellerhe, on February 16, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 6th day of May, 1929.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
LAFAYETTE BANK AND TRUST CO., FAYETTEVILLE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the LaFayette



Bank and Trust Company, Fayetteville, North Carolina, is necessary in order to discharge the liability to general creditors of said LaFayette Bank and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment againsts the stockholders of the LaFayette Bank and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said LaFayette Bank and Trust Company on January 11, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 27th day of May, 1930.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
FARMERS BANK AND TRUST CO., FOREST CITY, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Farmers Bank and Trust Company, Forest City, North Carolina, is necessary in order to discharge the liability to general creditors of said Farmers Bank and Trust Company the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Farmers Bank and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Farmers Bank and Trust Co. on February 4, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 1st day of April, 1930.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
COMMERCIAL BANK AND TRUST CO., GASTONIA, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Commercial Bank and Trust Co., Gastonia, North Carolina, is necessary in order to discharge the liability to general creditors of said Commercial Bank and Trust Co., the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Commercial Bank and Trust Co., equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Commercial Bank and Trust Co. on April 4, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 6th day of May, 1929.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
CITIZENS BANK, GATES, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation



Commission that an assessment against the stockholders of the Citizens Bank, Gates, North Carolina, is necessary in order to discharge the liability to general creditors of said Citizens Bank the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Citizens Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Citizens Bank on January 13, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 28th day of February, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
FARMERS BANK, GREENVILLE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Farmers Bank, Greenville, North Carolina, is necessary in order to discharge the liability to general creditors of said Farmers Bank the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Farmers Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Farmers Bank on January 31, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 25th day of March, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF KELFORD, KELFORD, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Kelford, Kelford, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Kelford the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Kelford, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Kelford on February 1, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 5th day of April, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF KENLY, KENLY, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation



Commission that an assessment against the stockholders of the Bank of Kenly, Kenly, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Kenly, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Kenly, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Kenly, on January 9, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 6th day of May, 1929.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
PEOPLES BANK, KINSTON, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Peoples Bank, Kinston, North Carolina, is necessary in order to discharge the liability to general creditors of said Peoples Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Peoples Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Peoples Bank on February 27, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 16th day of July, 1929.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
FARMERS AND MERCHANTS BANK, LOUISBURG, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Farmers and Merchants Bank, Louisburg, North Carolina, is necessary in order to discharge the liability to general creditors of said Farmers and Merchants Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment againsts the stockholders of the Farmers and Merchants Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Farmers and Merchants Bank on April 9, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 20th day of June, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
COMMERCIAL AND FARMERS BANK, MEHANE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation



Commission that an assessment against the stockholders of the Commercial and Farmers Bank, Mehane, North Carolina, is necessary in order to discharge the liability to general creditors of said Commercial and Farmers Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Commercial and Farmers Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Commercial and Farmers Bank on March 15, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 13th day of May, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
MIDDLESEX BANKING CO., MIDDLESEX, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Middlesex Banking Co., of Middlesex, North Carolina, is necessary in order to discharge the liability to general creditors of said Middlesex Banking Co., the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Middlesex Banking Co., equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Middlesex Banking Co. on February 28, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 15th day of November, 1929.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
SOUTHERN BANK AND TRUST COMPANY, MOCKSVILLE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Southern Bank and Trust Company, Mocksville, North Carolina, is necessary in order to discharge liability to general creditors of said Southern Bank and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Southern Bank and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Southern Bank and Trust Company on February 28, 1928, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 3rd day of April, 1928.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
FARMERS AND MERCHANTS BANK, MOORESBORO, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation



Commission that an assessment against the stockholders of the Farmers and Merchants Bank, Mooresboro, North Carolina, is necessary in order to discharge the liability to general creditors of said Farmers and Merchants Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Farmers and Merchants Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Farmers and Merchants Bank on April 7, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 23rd day of June, 1930.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF NASHVILLE, NASHVILLE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Nashville, Nashville, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Nashville, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Nashville, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Nashville on September 30, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 23rd day of January, 1928.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF OAK CITY, OAK CITY, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Oak City, Oak City, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Oak City, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Oak City, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Oak City on December 23, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 29th day of February, 1930.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF POTECASTI, POTECASTI, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation



Commission that an assessment against the stockholders of the Bank of Patecasi, Patecasi, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Patecasi, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Patecasi, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Patecasi on February 21, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 7th day of April, 1930.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
CAROLINA BANK AND TRUST COMPANY, RED SPRINGS, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Carolina Bank and Trust Company, Red Springs, North Carolina, is necessary in order to discharge the liability to general creditors of said Carolina Bank and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Carolina Bank and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Carolina Bank and Trust Company on November 5, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 20th day of June, 1928

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF ROCKINGHAM, ROCKINGHAM, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Rockingham, Rockingham, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Rockingham, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Rockingham, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Rockingham on December 8, 1928, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 18th day of January, 1929.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF ROSE HILL, ROSE HILL, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation



Commission that an assessment against the stockholders of the Bank of Rose Hill, Rose Hill, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Rose Hill, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Rose Hill, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Rose Hill on October 6, 1928, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 19th day of November, 1928.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
RUTHERFORD COUNTY BANK AND TRUST CO., RUTHERFORD-  
TON, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Rutherford County Bank and Trust Co., Rutherfordton, North Carolina, is necessary in order to discharge the liability to general creditors of said Rutherford County Bank and Trust Co., the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Rutherford County Bank and Trust Co., equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Rutherford County Bank and Trust Co. on February 3, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 1st day of April, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF ST. PAULS, ST. PAULS, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of St. Pauls, St. Pauls, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of St. Pauls, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of St. Pauls, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of St. Pauls on March 7, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 7th day of April, 1930.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
SCOTLAND NECK BANK, SCOTLAND NECK, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation

Commission that an assessment against the stockholders of The Scotland Neck Bank, Scotland Neck, North Carolina, is necessary in order to discharge the liability to general creditors of said The Scotland Neck Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of The Scotland Neck Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said The Scotland Neck Bank on January 9, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 11th day of February, 1929.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
PEOPLES BANK AND TRUST COMPANY, SELMA, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Peoples Bank and Trust Company, Selma, North Carolina, is necessary in order to discharge the liability to general creditors of said Peoples Bank and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Peoples Bank and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Peoples Bank and Trust Company on December 31, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 2nd day of February, 1928.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF STAR, STAR, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Star, Star, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Star, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Star, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Star on April 27, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 11th day of June, 1929.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
FARMERS-MERCHANTS BANK AND TRUST COMPANY, STONE-  
VILLE, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation



Commission that an assessment against the stockholders of the Farmers-Merchants Bank and Trust Company, Stoneville, North Carolina, is necessary in order to discharge the liability to general creditors of said Farmers-Merchants Bank and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Farmers-Merchants Bank and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Farmers-Merchants Bank and Trust Company on May 18, 1928, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 20th day of June, 1928.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
TROUTMAN BANKING AND TRUST COMPANY, TROUTMAN,  
N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Troutman Banking and Trust Company, Troutman, North Carolina, is necessary in order to discharge the liability to general creditors of said Troutman Banking and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment againsts the stockholders of the Troutman Banking and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Troutman Banking and Trust Company on May 18, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 25th day of March, 1930.

*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF WAGRAM, WAGRAM, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Wagram, Wagram, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Wagram, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Wagram, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Wagram on February 15, 1930, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:

R. O. SELF,

This 27th day of March, 1930.

*Clerk.*



IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
CITIZENS BANK, WAKE FOREST, N. C.

## ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Citizens Bank, Wake Forest, North Carolina, is necessary in order to discharge the liability to general creditors of said Citizens Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Citizens Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Citizens Bank on March 26, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 6th day of May, 1929.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
FARMERS BANK AND TRUST COMPANY, WALLACE, N. C.

## ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Farmers Bank and Trust Company, Wallace, North Carolina, is necessary in order to discharge the liability to general creditors of said Farmers Bank and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Farmers Bank and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Farmers Bank and Trust Company on May 28, 1928, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 20th day of July, 1928.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
SAVINGS AND TRUST COMPANY, WASHINGTON, N. C.

## ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Savings and Trust Company, Washington, North Carolina, is necessary in order to discharge the liability to general creditors of said Savings and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Savings and Trust Company, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Savings and Trust Company on January 25, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 5th day of July, 1927.

R. O. SELF,  
*Clerk.*



IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
BANK OF WILKES, WILKESBORO, N. C.

## ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Bank of Wilkes, Wilkesboro, North Carolina, is necessary in order to discharge the liability to general creditors of said Bank of Wilkes, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Bank of Wilkes, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Bank of Wilkes on May 28, 1927, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 9th day of July, 1927.

R. O. SELF,  
*Clerk.*

IN RE: MATTER OF ASSESSMENT OF STOCKHOLDERS OF THE  
COMMERCIAL BANK, WILSON, N. C.

## ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Commercial Bank, Wilson, North Carolina, is necessary in order to discharge the liability to general creditors of said Commercial Bank, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Commercial Bank, equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Commercial Bank on September 23, 1929, as shown by the audit on file in the Banking Department.

By order of the Corporation Commission:  
This 15th day of November, 1929.

R. O. SELF,  
*Clerk.*

# TRANSPORTATION DEPARTMENT

## CAR DEMURRAGE RULES AND CHARGES

### APPLYING ON

### INTRASTATE TRAFFIC AT ALL POINTS IN NORTH CAROLINA APPLICATION

The Car Demurrage Rules and Charges, published herein, apply on Intrastate traffic at all points on the railroads in North Carolina.

NOTE.—The disposition at point of detention determines the purpose for which a car is held and the rule applicable thereto, except where there is specific provisions to the contrary.

### Rule 1—Cars Subject to Rules

*Section A.*—Cars of either railroad or private ownership, held for or by consignors or consignees for loading, unloading, forwarding directions or for anyother purpose (including cars held for loading company material unless the loading is done by the railroad for which the material is intended and on its tracks) are subject to these demurrage rules, except as provided in Section B.

*Section B.*—The following cars are not subject to these demurrage rules:

1. Cars under load with company material for use of and consigned to the railroad in whose possession the cars are held.

2. Cars under load with livestock. This exemption does not include cars held for or by shippers for loading livestock. Live poultry will not be considered as livestock.

3. Empty cars placed for loading coal at coal mines, coal mine sidings, coal washers, or coke ovens located at or adjacent to the mines producing the coal used in making the coke, and such cars under load with coal, at such mines, mine siding or coal washers, or with coke at such coke ovens: Provided, however, that this exemption applies only at mines, coal washers and coke ovens, at which car distribution rules are applied in lieu of demurrage rules. (See Note 1 to Rule 2, Section B, paragraph 1.)

NOTE.—Coke ovens shall not be considered as adjacent to coal mines when the coal used in making the coke is moved from the mines to the coke ovens under freight tariff rates.

4. (a) Private cars on private tracks when the ownership of the car and track is the same.

NOTE.—Private cars while held under constructive placement for delivery upon the tracks of their owners are subject to demurrage charges after expiration of forty-eight hours' time. (See Rules 5 and 9.)

### DEFINITIONS

*Private Car.*—A Private Car is a car having other than railroad ownership. A lease of a car is equivalent to ownership. Private cars must have the full name of the owner or lessee painted or stenciled thereon or must be boarded with wooden, metal or card boards showing the full name of owner or lessee, and, if card boarded, the card board must also show initials an number of car and date of shipment. If name of lessee is painted, stenciled or boarded on car, then the car is exempt from demurrage for the lessee only. If name of lessee is not painted, stenciled or boarded on car, then the car is exempt from demurrage for the owner only.

A Private Track is a track outside of carrier's right-of-way, yard and terminals, and of which the carrier does not own either the rails, ties, road-bed or right-of-way; or a track or a portion of a track which is devoted to the purpose of its user, either by lease or written agreement, in which case the lease or written agreement will be considered as equivalent to ownership.

4. (b) Empty private cars stored on railroad or private tracks, including such cars sent by the owner to a shipper for loading, provided the cars have not been placed or tendered for loading on the orders of a shipper. (See Rule 6, Section D.)



### Rule 2—Free Time Allowed

*Section A.*—(1)—Forty-eight hours (two days) free time will be allowed for loading or unloading all commodities. (See Rule 2, Section B, Paragraph 4.)

“LOADING” includes the furnishing of forwarding directions on out-bound cars. (See Rule 6, Section C.)

“UNLOADING” includes:

(a) Surrender of bill of lading on shipments billed “to order.”

(b) Payment of lawful freight charges when required prior to delivery of the car.

(c) Furnishing of a “turn-over” order (an order for delivery to another party) after car has been placed for delivery and no additional movement of the car is made.

2. When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other; except that, when loading is begun before unloading is completed, the free time for loading shall not begin to run until the first 7 a. m. after unloading is completed. This will also apply to industries performing their own switching service, in which case the industry must notify the carrier date and time car was unloaded.

3. When a car held for loading or unloading is moved by railroad or private power to another point in the same yard or industry to complete loading, or unloading, only forty-eight hours’ free time will be allowed, except that when the railroad makes a charge for such movement the time incident thereto shall not be computed against the car.

(See Rule 7, Note 2.)

*NOTE.*—If a consignee wishes his car held at any break-up yard or a hold yard before notification and placement, such car will be subject to demurrage. That is to say, the time held in the break-up yard will be included within the 48 hours of free time. If he wishes to exempt his car from this imposition of demurrage he must either, by general orders given to the carriers or by specific orders as to incoming freight, notify the carrier of the track upon which he wishes his freight placed, in which event he will have the full 48 hours’ free time from the time when the placement is made upon the track designated. This “Note” will apply except when in conflict with Rule 2, Section B, Paragraph 1.

*Section B.*—Twenty-four hours’ (one day) free time will be allowed:

1. When cars are held for reconsignment, diversion or reshipment, or held in transit on order of consignor, consignee or owner.

*NOTE 1.*—This will apply to cars loaded with coal or coke, when moved from mines, mine siding or coke ovens upon instructions of mine owners, operators or shippers and held at weighing stations, classification yards or elsewhere, for forwarding directions.

*NOTE 2.*—This will not apply to cars subject to Rule 2, Section B, Paragraph 3.

The term “diversion” or “reconsignment” will be applied as defined in the reconsignment tariffs of this railroad, except that under this rule when a car is placed for delivery at destination a “turn-over” (or order for delivery to another party) which does not involve a change in billing records nor an additional movement of the car is not a reconsignment for the purpose of applying these demurrage rules. (See Rule 2, Section A.)

A reshipment is the making of a new contract by which under a new rate the original lading, without being unloaded, is forwarded in the same car to another destination.

2. When cars, destined for delivery to or for forwarding by a connecting line, are held under tariff regulations for surrender of bill of lading or payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading, including reconsignment or other disposition orders. At stations where grain and hay must be inspected or graded, the consignee agreeing with the carrier in writing for file at the station, to accept the bulletining of the cars as due and adequate notice of arrival, the bulletins must be posted by 9:00 A. M. of each day, showing the previous twenty-four (24) hours’ receipts, and the free time (twenty-four hours) is to be calculated from the first 7:00 A. M. thereafter. Where there is no agreement for bulletining of cars, the free time must be calculated from the first 7:00 A. M. after the day on which notice of arrival is sent or given to the consignee.



4. Except as otherwise provided in Rule 2, Section A, Paragraph 3, when cars are held to complete loading, or to partly unload.

NOTE.—When a car held for unloading is partly unloaded and partly reloaded, 48 hours' free time will be allowed for the entire transaction.

5. On cars containing freight in bond for Customs entry and Government inspection. (See Rule 8, Section F.)

6. When cars are held in transit because of any condition solely attributed to consignor, consignee or owner, not otherwise specifically provided for in these rules. (See Rule 3, Section G.)

*Section C.*—No free time will be allowed on cars received from switching line and held by this railroad for forwarding directions, except that cars received between 4:00 P. M. and 7:00 A. M. will not be subject to demurrage if forwarding directions are received prior to the following 12 noon. (See Exception below.) (See Rule 3, Section F.)

### Rule 3—Computing Time

NOTE.—In computing time, Sundays and legal holidays (National, State, and Municipal), but not half-holidays, will be excluded, except as otherwise provided in Section A of Rule 9. When a legal holiday falls on Sunday the following Monday will be excluded.

*Section A.*—On cars held for loading, time will be computed from the first 7:00 A. M. after placement on public delivery tracks and without notice of placement, but if not placed within 24 hours after 7:00 A. M. of the day for which ordered, time will be computed from 7:00 A. M. after the day on which notice of placement is sent or given to consignor. (See Rule 2, Section A, Paragraph 1, and Rule 6—Cars for Loading.)

NOTE.—Except as otherwise provided in Rule 2, Section C, and Rule 3, Section F, forwarding directions for a car loaded out-bound, sent by the consignor by U. S. Mail to the agent of this railroad at point of shipment, will release car at 7:00 A. M. of the date received, provided they are mailed prior to the date received, and provided, further, that the car is ready for forwarding at such 7:00 A. M.

NOTE 2.—On cars subject to Rule 2, Section B, Note 1, time will be computed from the first 7:00 A. M. after their arrival at point where held, and without notice.

*Section B.*—1. On cars held for orders, surrender of bill of lading or payment of freight charges, whether such cars have been placed in position to unload or not, time will be computed from the first 7:00 A. M. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See Rule 4—Notification.)

NOTE.—The time between receipt of order and placement of car (not to include the time attributable to the act or neglect of consignor or consignee) will be deducted from the total detention of the car.

2. Orders for disposition or reconsignment, when mailed, wired or otherwise transmitted by the reconsignor to agent of the carrier at point where cars are held, or to the agent of any carrier named in the bill of lading contract or participating in the transportation transaction, unless otherwise provided by tariff, will release cars at 7:00 A. M. of the date such orders are received by any such agent, provided they are sent or given prior to the date received.

Such orders mailed, wired or otherwise transmitted and received the same date, will release cars at the hour the orders are received by any such agent.

Date of mailing to be determined by the postmark.

NOTE.—When order releasing a car is sent to the railroad by U. S. mail and the order is not received by the addressee, the car shall be considered released as of the date the order should have been delivered, provided proof is furnished by the claimant that the order was deposited in the U. S. mail properly stamped and addressed on the date claimed.

*Section C.*—1. On cars held for unloading, except as otherwise provided in Section B, Paragraph 1, of this Rule, time will be computed from the first 7:00 A. M., after placement on public delivery tracks, and after the day on which notice of arrival is sent or given to consignee or party entitled to receive same. If car is not placed within 24 hours after notice of arrival has been sent or given, time will be computed from the first 7:00 A. M. after the day on which notice of placement has been sent or given to the



consignee or party entitled to receive same. (See Rule 4, Sections A and D.)

NOTE.—On cars subject to Rule 4, Section D, time will be computed from first 7:00 A. M. following removal by consignee of any part of contents of the car.

2. On cars subject to Rule 5, Section B, Paragraph 2, time will be computed from the first 7:00 A. M. after the day on which notice as required by Rule 5, Section B, Paragraph 1, is sent or given to the consignee or party entitled to receive same.

*Section D.*—On cars to be delivered on other than public delivery tracks, time will be computed from the first 7:00 A. M. after actual or constructive placement on such tracks. Time computed from actual placement on cars placed at exactly 7:00 A. M. will begin at the same time 7:00 A. M.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.)

NOTE 1.—“Actual Placement” is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee. If such placing is prevented from any cause attributable to consignor or consignee and car is placed on the private or other-than-public-delivery track serving the consignor or consignee, it shall be considered constructively placed, without notice.

NOTE 2.—Any railroad track or portion thereof assigned for individual use will be treated as “other-than-public-delivery track.”

*Section E.*—On cars to be delivered on interchange tracks of industrial plants performing the switching service for themselves or other parties, time will be computed from the first 7:00 A. M. after actual or constructive placement on such interchange tracks until return to the same or another interchange track. Time computed from the actual placement on cars placed at exactly 7:00 A. M. will begin at the same 7:00 A. M.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.) Cars returned loaded will not be recorded released until necessary billing instructions are furnished.

NOTE.—Where two or more parties take delivery from the same interchange track, or where the railroad company uses the interchange track for other cars, or where the interchange track is not adjacent to the plant and the industry uses the railroad's tracks to reach same, a notice of placement shall be sent or given to the consignee and time will be computed from the first 7:00 A. M. thereafter.

*Section F.*—On cars received from switching line and held by this railroad for forwarding directions, time will be computed, without notice, from the first 7:00 A. M. after received. (See Rule 2, Section C.)

*Section G.*—On cars subject to Rule 2, Section B, Paragraph 6, time will be computed from the first 7:00 A. M. after the day on which notice that the car has been stopped in transit and is being held, has been sent or given the consignor, consignee or party entitled to receive same.

#### Rule 4—Notification

*Section A.*—Notice of arrival shall be sent or given consignee or party entitled to receive same by the railroad's agent in writing or, in lieu thereof, as otherwise agreed to in writing by the railroad and consignee, within twenty-four hours after arrival of car and billing at destination, such notice to contain car initials and number, point of shipment, contents and, if transferred in transit, the initial and number of original car. When address of consignee does not appear on billing, and is not known, the notice of arrival must be deposited in United States mail enclosed in a stamped envelope bearing return address, same to be preserved on file if returned. An impression copy shall be retained, and when notice is sent or given on a postal card the impression shall be of both sides. (See Rule 3, Section B and C.) In case a car subject to Rule 3, Section C, Paragraph 1, is not placed on public delivery track within twenty-four hours after notice of arrival has been sent or given, notice of placement shall be sent or given to consignee.

NOTE.—When owner requests that original point of shipment be omitted on re-signed cars, this information shall not be shown on notice of arrival at destination.



*Section B.*—When cars are ordered stopped in transit, notice shall be sent or given the party ordering the cars stopped upon arrival of cars at point of stoppage.

NOTE.—This will not apply to cars billed to be stopped in transit for milling or other in-transit privilege. Notice shall be sent or given to the party designated to perform the milling other in transit service.

*Section C.*—Delivery of cars upon other than public delivery tracks or upon industrial interchange tracks, or written notice sent or given to consignee or party entitled to receive same, of readiness to so deliver, will constitute notification to consignee. (See Rule 8, Section D, Paragraph 1 (b).)

*Section D.*—In all cases where any part of the contents of a car has been removed by the consignee prior to the sending or giving of required notice, such removal shall be considered as notice of arrival. (See Rule 3, Section C, Paragraph 1.)

*Section E.*—1. When carload freight is refused at destination, notice of such refusal shall, within 24 hours thereafter, be sent by wire to consignor, when known, at his expense, or when not known, to agent at point of shipment, who shall be required promptly to notify the shipper if known.

2. (a) When unclaimed perishable carload freight has not been disposed of within two days from the first 7:00 A. M. after the day on which notice of arrival has been sent or given to consignee, notice to that effect shall be sent by wire as provided in Paragraph 1 of this section.

(b) When other carload freight is unclaimed within five days from the first 7:00 A. M. after the day on which notice of arrival has been sent or given to the consignee, a notice to that effect shall be sent by wire as provided in Paragraph 1 of this section.

(See Rule 8, Section D, Paragraph 4.)

### Rule 5—Placing Cars For Unloading

NOTE.—Under this rule the time of movement between hold point and destination, and any other time for which the railroad is responsible, will not be computed against consignee.

*Section A.*—1. When delivery of a car consigned or ordered to an industrial interchange track or to other than a public delivery track cannot be made on account of the inability of the consignee to receive it, or because of any other condition attributable to the consignee, such car will be held at destination, or if it cannot reasonably be accommodated there, at the nearest available hold point, and written notice that the car is held and that the railroad is unable to deliver will be sent or given to the consignee. This will be considered constructive placement. (See Rule 3, Sections D and E.)

2. On a car to be delivered to a switching line for final delivery and which consignee located on switching line is unable to receive and which for that reason the switching line is unable to receive from the railroad, notice will be sent or given the switching line showing point of shipment, car initials and numbers, contents and consignee and if transferred in transit the initials and number of the original car.

3. When the railroad is the switching line and, under conditions set forth in Paragraph 1, is unable to receive cars from a connecting line at destination for delivery within switching limits, upon receipt of notice from connecting line it will notify the consignee and put such cars under constructive placement. (See Rule 4, Section C.)

*Section B.*—1. When delivery cannot be made on specifically designated public delivery tracks, on account of such tracks being fully occupied, or from other causes beyond the control of the railroad, notice shall be sent or given the consignee in writing or, in lieu thereof, as otherwise agreed to in writing, that delivery will be made at the nearest available point. Such delivery shall be made unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery will be made.



2. In the event consignee or party entitled to receive shipment serves notice upon the railroad of refusal to accept delivery at the point named in notice sent or given in accordance with Paragraph 1, the car will be held awaiting opportunity to deliver on the specially designated track subject to Rule 3, Section C, Paragraph 2.

### Rule 6—Cars For Loading

*Section A.*—Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must send or give the consignor written notice of all cars which he has been unable to place because of condition of the other-than-public-delivery track or because of other conditions attributable to the consignor. This will be considered constructive placement. (See Rule 3, Sections A, D and E.)

*Section B.*—When empty cars placed on orders are not used in transportation service, demurrage will be charged from actual or constructive placement until released, with no free time allowance.

NOTE.—In the application of this section a demurrage day consists of a twenty-four period computed from the hour of actual or constructive placement of the car. (See Section D.)

*Section C.*—Private cars which have been loaded on the trucks of their owners, received from such tracks and held by the railroad for forwarding directions, are subject to demurrage charges from the first 7:00 A. M. after they are received until proper forwarding directions are furnished, with no free time allowance and without notice.

*Section D.*—If an empty car is appropriated without being ordered, it shall be considered as having been ordered and actually placed at the time so appropriated. If not loaded outbound, such car is subject to Section B of this Rule.

### Rule 7—Demurrage Charges

*Section A.*—On cars not subject to Rule 9 (Average Agreement): After the expiration of free time allowed, the following charges per car per day, or fraction of a day will be made until car is released: (See Notes 1 and 2.)

For each of the first four days, \$2.

For each succeeding day, \$5.

*Section B.*—The charges on cars subject to average agreement are set forth in Rule 9. (See Notes 1 and 2.)

NOTE 1.—When through no fault of the consignor or consignee the lading of a car is transferred by a carrier into two or more cars, or when two small cars are furnished by a carrier in lieu of one large car ordered by the shipper, demurrage will be charged as for one car only, as long as any of such cars are detained beyond the free time.

NOTE 2.—When a car contains two or more minimum carload shipments consigned to more than one consignee at the same station, demurrage will be charged the same as if the shipments had been received in separate cars and each consignee will be allowed a total free time of 48 hours (2 days) for unloading, free of interference by the other consignee or consignees.

(See North Carolina Storage Rules and Charges for additional charges on cars loaded with inflammable freight and less dangerous or relatively safe explosives.)

### Rule 8—Claims

No demurrage charges shall be collected under these rules for detention of cars through causes named below, except as provided in Section B, Paragraph 2, of this rule. Demurrage charges assessed or collected under such conditions shall be promptly cancelled or refunded by the railroad.

### CAUSES

#### *Section A.*—Weather Interference.

NOTE.—A consignor or consignee shall not be absolved from demurrage under Section A of this Rule if, considering the character of the freight, others similarly situated and under the same conditions reasonably could and did load or unload cars during the same period of time.



1. When the condition of the weather during any part of the prescribed free time (or the adjusted free time provided for in Section B of this Rule) is such as to make it impossible for men or teams to work at loading or unloading, or impossible to place freight in cars, or move it from cars, without serious injury to the freight, or when, because of high water or snowdrifts (see note) it is impossible, during the prescribed free time, to get to the cars for loading or unloading, the free time will be extended until a total of forty-eight hours (or twenty-four hours on cars subject to Rule 2, Section B, Paragraph 4) free from such interference shall have been allowed. No additional time will be allowed unless claim, stating fully the conditions which prevented loading or unloading within the free time, is presented in writing to the railroad's agent within thirty days after the date on which demurrage bill is rendered.

NOTE.—The extension of free time on account of high water or snow drifts shall apply to other-than-public-delivery tracks only where there is a disability of the railroad.

2. When, at time of actual placement, lading is frozen so as to require heating, thawing or loosening to unload, the free time allowed shall be extended forty-eight (48) hours, making a total of ninety-six (96) hours free time, provided the consignee shall, within forty-eight (48) hours after actual placement, serve upon the railroad's agent a written statement that the lading was in such frozen condition at time of actual placement.

3. No allowance on account of weather interference shall be made on cars subject to Rule 6, Section B.

*Section B.—Bunching.*

1. Cars for loading. When, by reason of delay or irregularity in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily placing as ordered, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. Cars for unloading or reconsigning. When, as the result of the act or neglect of any carrier, cars originating at the same point, moving via the same route and consigned to one consignee at one point, are bunched, or when cars originating at different points and transported via the same route from an intermediate common point to destination are bunched after arriving at the common point (in which event the dates of arrival of the cars at common point will govern in determining the bunching instead of the dates of shipment), and are tendered for delivery by this railroad in accumulated number in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, but when any car is released before the expiration of such free time, the free time on the next car will be computed from the first 7:00 A. M. following such release; provided, however, no allowance will be made unless claim is presented in writing to the railroad's agent within thirty days after the date on which bill for demurrage is rendered, supported by the receipted bill as evidence of payment of the demurrage as originally charged and a statement showing date and point of shipment of each car involved in the bunching claim.

NOTE.—Under this rule, cars moving from different points and/or via different routes to destination and arriving on different dates will be considered bunched if tendered for delivery on one day and such free time shall be allowed as the consignee would have been entitled to had the cars been placed or tendered for delivery in the order of their arrival.

*Section C.—Demand of overcharge.* When the railroad's agent demands the payment of transportation charges in excess of tariff authority.

*Section D.—Delayed or improper notice by the railroad.*

1. (a) When notice of arrival does not contain all the information specified in Rule 4, Section A, consignee shall not have the right to call in question the sufficiency of such notice, unless within forty-eight (48) hours from the first 7:00 A. M. after the day on which notice of arrival has been sent or given to the consignee or party entitled to receive same, he shall serve upon the railroad's agent a written statement of the omitted information required, in which event the time between receipt of such



statement and the furnishing of the omitted information will not be computed against the consignee.

(b) When the consignee makes request in writing for the name of the consignor, point of shipment and (or), if transferred in transit, the initials and number of the original car, to enable him to identify the shipment in a car placed or tendered for delivery on other than public delivery track, such information will be furnished, but consignee shall not be entitled to additional free time unless such request has been served on the railroad's agent within the prescribed free time, in which event the time between receipt of the request and compliance therewith will not be computed against the consignee. (See Rule 4, Section A, Note.)

2. When claim is made that a mailed notice has been delayed, postmark thereon shall be accepted as indicating the date of the notice.

3. When a notice of arrival (See Rule 4, Section A) is mailed by the railroad on Sunday, a legal holiday, or after 3:00 P. M. on other days (as evidenced by the postmark thereon), consignee shall be allowed five hours' additional free time provided he shall send or give to the railroad's agent, within the first twenty-four hours of free time, written advice that the notice had not been received until after the free time had begun to run; in case of failure on the part of the consignee so as to advise the railroad's agent, no additional free time shall be allowed.

4. In case of failure by the railroad to send notice in accordance with the provisions of Rule 4, Section E, the consignor shall not be held liable for demurrage charges between the date the notice should have been sent and the date it was actually sent.

*Section E.*—Error of any railroad named in the bill of lading contract or participating in the transportation transaction, which prevents proper tender or delivery.

1. Under this Rule demurrage will be charged on the basis of the amount that would have accrued but for such error. This also applies in the case of constructively placed cars being "run-around" by actually placing recent arrivals ahead of previous arrivals, but allowance will only be made on cars subject to Rule 9, Average Agreement, that are held beyond the fourth debit day.

NOTE.—No allowance will be made for delay in placing nor for interruption in loading or unloading cars consigned or ordered to a track, other than a public delivery track, used by two or more shippers or consignees when such delay or interruption is attributable to such joint use of such track, except that due allowance will be made if a car displaced in switching is not replaced when the switching is completed. (See Rule 3, Section D, Note 2.)

*Section F.*—Delay by U. S. Customs. Such additional free time shall be allowed as has been lost through such delay.

### Rule 9—Average Agreement

When the following agreement has been entered into, the charge for detention of cars, on all cars subject to demurrage, held for loading or unloading, shall be computed on the basis of the average time of detention to all such cars released during each calendar month; such average detention and charge to be computed as follows:

*Section A.*—One credit will be allowed for each car, released within the first twenty-four (24) hours of free time. After the expiration of forty-eight (48) hours' (96 hours on cars subject to Rule 8, Section A, Paragraph 2) free time, one debit per car per day, or fraction of a day, will be charged for each of the first four days. In no case shall more than one credit be allowed on any one car, and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. When a car has accrued four debits a charge of \$5 per car per day, or fraction of a day, will be made for all subsequent detention and will apply on all subsequent Sundays and legal holidays, including a Sunday or holiday immediately following the day on which the fourth debit begins to run.

*Section B.*—Credits earned on cars held for loading shall not be used in offsetting debits accruing on cars held for unloading, nor shall credits



earned on cars held for unloading be used in offsetting debits accruing on cars held for loading.

*Section C.*—Credits cannot be earned by private cars subject to Rule 1, Section B, Paragraph 4 (a), but debits charged on such private cars while under constructive placement may be offset by credits earned on other cars.

*Section D.*—At the end of the calendar month, the total number of credits will be deducted from the total number of debits and \$2 per debit will be charged for the remainder. If the credits equal or exceed the debits no charge will be made for the detention of the cars, except as otherwise provided in Section A for detention beyond the fourth debit day, and no payment will be made by the railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

*Section E.*—A party who enters into this average agreement shall not be entitled to include therein cars subject to Rule 2, Section B, or Rule 6, Sections B and C, nor shall he be entitled to cancellation or refund of demurrage charges under Section A, Paragraph 1, Rule 8, nor under Section B of Rule 8, except where bunching has been caused by strike or carrier's employees, or where shipments of coal, withheld by the carrier by strike of carrier's employees, or where shipments of coal, withheld by the carrier to protect its fuel supply, are subsequently delivered to consignee in accumulated numbers.

*Section F.*—A party who enters into this average agreement may be required to give sufficient security to the railroad for the payment of balances against him at the end of each month.

*Section G.*—An average agreement must include all cars loaded or unloaded within the jurisdiction of the same station, except that when desired separate agreements may be entered into for each plant or yard within the jurisdiction of the same station, but in no case can the cars loaded or unloaded within the jurisdiction of two or more stations be combined in one average agreement, nor shall the cars loaded or unloaded by more than one consignor or consignee be combined in one average agreement, except that cars consigned, reconsigned or ordered to a public elevator, warehouse or cotton compress serving various parties may be combined in one average agreement.

## AGREEMENT

.....Railroad.  
Being fully acquainted with the terms, conditions, and effect of the average basis for settling for detention to cars as set forth in....., being the car demurrage rules governing at all stations and siding on the lines of said railroad, except as shown in said tariff, and being desirous of availing (myself or ourselves of this alternate method of settlement (I or we) do expressly agree to and with the.....Railroad that with respect to all cars which may, during the continuance of this agreement, be handled for (my or our) account at.....(Station), (I or we) will fully observe and comply with all the terms and conditions of said rules as they are now published or may hereafter be lawfully modified by duly published tariffs, and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the.....day of.....19...., and to continue until termination by written notice from either party to the other, which notice shall become effective on the first day of the month succeeding that in which it is given.

Approved and accepted....., 19...., by and on behalf of the above-named railroad by.....

By order of the Commission:

Issued April 12, 1927.

Effective April 27, 1927.

Circular No. 282 (Cancels Circular No. 236).

R. O. SELF,  
Clerk.



## STORAGE RULES AND CHARGES

APPLYING ON

INTRASTATE TRAFFIC AT ALL POINTS IN NORTH CAROLINA  
INSTRUCTIONS

## Rule 1—Freight Subject to Rules

Freight, including equipment moving on its own wheels, as freight at tariff rate, is described in Rule 5, Section D, received for delivery or held to complete a shipment or for forwarding directions, if stored or held in or on the premises or tracks of the railroad, is subject to these storage rules, except as provided in Section D of this rule.

Shipments of less-than-carload freight, loaded into or delivered direct from cars, are subject to storage rules, but when the loading or unloading is done by shipper or consignee, either as required by classifications or tariffs, or at request of shipper or consignee, the cars are subject to demurrage rules and storage rules do not apply.

NOTE.—Freight which is not liable to damage from the elements and which is not ordinarily handled through freight houses may be stored free, unless otherwise provided, on the vacant land of the railroad, pending shipment, and entirely at owner's risk, provided owner has previously been assigned space as far as available and without distinction.

*Section A.*—Freight upon which the free time allowed under demurrage rules has expired while in cars, and subsequently unloaded in or on railroad premises, is subject to these storage rules when unloaded, without free time allowance.

*Section B.*—Carload shipments of explosives, or other dangerous articles, are subject to both demurrage and storage rules. (See Rule 6.)

*Section C.*—Carload freight, other than explosives or other dangerous articles, held in cars for delivery and subsequently unloaded in or on railroad premises, is subject to demurrage rules while in cars and to these storage rules after it is unloaded.

If unloaded or reloaded by the carrier, the actual cost of the service will be in addition to the storage charge. (See Rule 5, Section C.)

*Section D.—Exception.* The rules and charges herein will *not* apply on:

1. Freight stored in warehouses owned and operated by railroads as exclusively storage warehouses.
2. Export or import freight at the export or import.
3. Domestic freight received from or intended for delivery to ocean or lake vessels at the port of transshipment.
4. Freight subject to lighterage at seaboard points.
5. Carload lots of Coal, Coke or Ore.

## Rule 2—Notification

*Section A.*—Notice shall be sent or given consignee or party entitled to receive same by carrier's agent in writing, or as otherwise agreed to in writing by carrier and consignee, within twenty-four hours (one day) after arrival of shipment and billing at destination, such notice to specify point of shipment and commodity.

An impression copy of written notice shall be retained. When notice is sent or given on a postal card, the impression shall be of both sides.

When the address of the consignee does not appear on billing and is not known, notice of arrival must be deposited in the United States mail enclosed in a stamped envelope bearing return address, same to be preserved on file if returned.

## REFUSED OR UNCLAIMED FREIGHT

*Section B.*—1. Where shipments have been plainly marked with the consignor's name and address, preceded by the word "from," notice shall be immediately sent or given consignor or refusal of less-than-carload shipments. Unclaimed less-than-carload shipments will be treated as refused after fifteen calendar days from expiration of free time.



2. Notice shall be sent or given the consignor of unclaimed or refused shipments of explosives or other dangerous articles on hand forty-eight hours, provided written request is received for this information by agent at point of origin at time of shipment. Such requests should be plainly written on a rectangular piece of paper of different color from any label required under the Interstate Commerce Commission's regulations and placed on the package in close proximity to such label (or to name of consignee.)

3. Where consignor requests that notice of unclaimed or refused shipments be sent by telegraph, this may only be done at his expense.

### Rule 3—Free Time Allowed

*Section A.*—I. Forty-eight hours' (two days) free time will be allowed on all commodities except the more dangerous explosives, as described in Rule 6, Section A, for the removal of inbound freight car or railroad premises, or to complete a carload shipment and furnish forwarding directions therefor.

*Exception.* On less-than-carload shipments consigned to parties located at interior or at non-railroad points, the following allowance of free time will be made when hauled:

10 miles and not over 20 miles from the station, 5 days.

Over 20 miles and not over 30 miles from the station, 10 days.

Over 30 miles from the station, 15 days.

2. Outbound less-than-carload freight not accompanied by proper shipping directions which will permit forwarding on date received, will be subject to storage charges from the first 7 A. M. after receipt of the shipment with no free time allowance.

*Section B.*—Twenty-four hours' (one day) free time will be allowed:

1. On less-than-carload freight held to complete a shipment.

2. On less-than-carload freight held for reshipment.

3. On the more dangerous explosives (as described in Rule 6, Section A), for removal of inbound freight from car or railroad premises or to complete a carload shipment outbound and furnish forwarding directions therefor.

NOTE.—Outbound less-than-carload shipments of the more dangerous explosives not accompanied by proper shipping directions which will permit forwarding on the date received, will not be accepted.

4. On carload shipments of explosives and other dangerous articles, as described in Rule 6, reconsigned or reshipped in the same car received; or when such shipments, destined for delivery to or forwarding by a connecting line, are held under tariff regulations for surrender of bill of lading or payment of lawful freight charges.

### Rule 4—Computing Time

*Section A.*—In computing time any fractional part of 100 pounds will be computed as 100 pounds and any fractional part of twenty-four hours will be computed as one day.

*Section B.*—In computing time, Sundays and legal holidays (National, State and Municipal), but not half-holidays, will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

*Section C.*—On inbound freight held for removal and on freight held for reconsignment or reshipment, time will be computed from the first 7:00 A. M. after the day on which notice of arrival is sent or given to consignee.

*Section D.*—On outbound freight, time will be computed from the first 7:00 A. M. after receipt in or on railroad premises.

*Section E.*—On outbound carloads of explosives and other dangerous articles (as described in Rule 6), time will be computed from the first 7:00 A. M. after loading is begun.

*Section F.*—When orders for freight held for disposition or reconsignment are mailed, such orders will release freight at 7:00 A. M. of the date orders are received at the station where the freight is held, provided



the orders are mailed prior to the date received, but orders mailed and received on the same date release freight the following 7:00 A. M.

### Rule 5—Charges for Storage on Freight Other Than Explosives and Other Dangerous Articles

*Section A.*—Freight, except Automobiles or other self-propelling vehicles (but not excepting Motorcycles or bicycle motor wheels), held in or on railroad premises in excess of free time allowed, will be subject to the following storage charges per day, or at option of carier may be sent to public warehouses:

For each of the first five days, 1½ cents per 100 lbs.;

For the sixth and each succeeding day, 3 cents per 100 lbs.;

Minimum storage charge per shipment on freight held beyond free time, five (5) days or part thereof, 25 cents; six (6) days or more, 50 cents.

*Section B.*—After expiration of free time, Automobiles or other self-propelling vehicles (except motorcycles and bicycle motor wheels) will be subject to a storage charge of three and one-half (3½) cents per 100 lbs. per day, with a minimum charge of \$1.00 per machine per day for each of the first five (5) days, and \$2.00 per machine for each succeeding day, or at option of carrier may be sent to public warehouses.

*Section C.*—(a) When carload freight is unloaded by the carrier for the purpose of releasing needed equipment, the storage charge will be the same as would have accrued under car Demurrage and Track Storage Rules had the freight remained in the car. (See Rule 1, Section C.)

(b) When carload freight is unloaded in or on railroad premises by or upon request of consignee or consignor, the storage charges shall not exceed the amount that would have accrued under Demurrage and Track Storage Rules had the freight remained in the car.

*Section D.*—After the expiration of 48 hours' free time, derrick cars, pile driver cars, camp cars, road construction and asphalt outfits, and other equipment not adapted to or customarily used for revenue freight loading and which ordinarily are not and cannot be unloaded, moving on own wheels at freight tariff rates, will be subject to a storage or one dollar (\$1.00) per car, or other unit of equipment, per day, while held on tracks of the railroad.

### Rule 6—Charges for Storage on Explosives and Other Dangerous Articles *Extracts from Regulations prescribed by the Interstate Commerce Commission*

1. Paragraph 1433 \* \* \* "consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

2. Paragraph 1643 (a) \* \* \* "If a shipment of Explosives is not removed within 48 hours after notice of arrival at destination, it must be disposed of by return to the shipper, or by storage at the expense of the owner, or by sale, or when necessary to safety by destruction under supervision of a competent person."

3. Paragraph 1714 "(a) \* \* \* consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

"(b) When removal of carload or less-carload shipments of dangerous articles other than explosives requiring 'INFLAMMABLE' or 'ACID' placards, or red, yellow, green or white I. C. C. labels from carrier's premises has not been made within 48 hours after notice of arrival has been sent or given consignee (Sundays and holidays not included), shipments must be disposed of as follows:

1. Carload shipments (a) by storage on carrier's property or (b) by storage on other than carrier's property if safe storage on carrier's premises is not available; or (c) by sale at expiration of thirty calendar days after notice of arrival has been sent or given consignee, provided consignor has been notified of non-delivery at expiration of 48-hour period and order for disposition have not been received.



2. Less-carload shipments (a) by return to shipper if notice of non-delivery was requested and given consignor as prescribed by carrier's tariff, and orders for return to shipper have been received, or (b) by storage on carrier's property, or (c) by storage on other than carrier's property, if safe storage on carrier's property is not available, or (d) by sale at expiration of 30 calendar days after notice of arrival has been sent or given to consignee, provided consignor has been notified of non-delivery at expiration of 48-hour period and orders for disposition have not been received."

Storage will be charged at the following rates per day of twenty-four hours or fraction thereof, on Explosives or other dangerous articles, held in or on railroad premises, in excess of free time allowed:

*Section A.*—On shipments of the more dangerous explosives, i. e., Low Explosives, Black Powder, High Explosives, Wet Fulminate of Mercury, Blasting Caps, Electric Blasting Caps, Ammunition for Cannon with Explosive Projectiles, Explosive Projectiles, Explosive Torpedoes, Explosive Mines, Explosive Bombs and Detonating Fuzes; on less than carload shipments of such articles twenty-eight and one-half (28½) cents per 100 lbs., per day, with a minimum charge of fifty (50) cents per shipment.

On shipments of such articles (described in Section A of this rule) held in cars for or by consignors or consignees, for loading, unloading, forwarding directions, or for any other purpose charge will be five dollars (\$5.00) per car per day, in addition to the regular demurrage and track storage charges.

*Section B.*—On shipments of the less dangerous and relatively safe Explosives, i. e., Ammunition for Cannon with Empty Projectiles, Ammunition for Cannon with Sand Loaded Projectiles, Ammunition for Cannon with Solid Projectiles, Ammunition for Cannon without Projectiles, Smokeless Powder for Cannon, Smokeless Powder for Small Arms, Common Fireworks, Special Fireworks, Small Arms Ammunition, Cannon Primers, Small Arms Primers, Empty Cartridge Bags—Black Powder Igniters, Empty Cartridge Shells, Primed, Combination Primers, Percussion Caps, Time, Tracer or Percussion Fuzes, Combination Fuzes, Safety Fuse, Instantaneous Fuse, Cordeau Detonant and Safety Squibs, or less-than-carload shipments of Dangerous Articles other than Explosives requiring Red, Yellow, Green or White I. C. C. labels, on less than carload shipments of such articles, twelve (12) cents per 100 pounds per day, with a minimum charge of twenty-five (25) cents per shipment.

On shipments of the less dangerous and relatively safe explosives, which, under the I. C. C. Regulations require "INFLAMMABLE" placards, or which do not require placards, and on shipments of Dangerous Articles other than Explosives which, under I. C. C. Regulations, require "INFLAMMABLE" or "ACID" placards, held in cars for or by consignors or consignees, for loading, unloading, forwarding directions, or for any other purpose, charge will be two dollars (\$2.00) per car per day in addition to the regular demurrage and track storage charges.

*NOTE.*—The term "Railroad Premises," as used in this rule when applicable to carload shipments shall embrace all tracks which the railroad provides for its own uses and purposes; and also private tracks constructed, maintained or operated under a written agreement by which the railroad reserves the right to use the whole or any part of them for itself or others than the party with whom the agreement is executed.

*Section C.*—When shipments of the "more dangerous explosives" (see Section A) are not removed from the railway premises by the consignee within the legal limit (forty-eight hours (two days) after the first 7:00 A. M. following notice of arrival), the most practicable of the steps authorized by paragraph 1643 (a), as quoted above, must be taken to secure this removal.

When available, Powder Magazines not on railway property should be utilized for storage.

### Rule 7—Claims

No storage charges shall be collected under these rules for delays from causes named below. Storage charges assessed or collected under such conditions shall be promptly cancelled or refunded by the carrier.



## CAUSES

*Section A.—Weather Interference.*

NOTE.—A consignor or consignee shall not be absolved from storage under Section A of this rule if, considering the character of the freight, others similarly situated and under the same condition, reasonably could and did deliver or remove freight during the same period of time.

1. When the condition of the weather, during the prescribed free time, is such as to make it impossible to complete delivery of outbound shipments or remove inbound freight from railroad premises without serious injury to the freight, the free time shall be extended until a total of forty-eight hours (24 hours on freight subject to Rule 3, Section B, Paragraphs 1 and 3) free from such weather interference shall have been allowed.

2. When, because of high water or snow drifts it is impossible to remove freight from railroad premises during the prescribed free time. (See Note above.)

*Section B.—Demand of overcharge.*

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

*Section C.—Delayed or Improper Notice.*

1. When notice of arrival does not contain all the information specified in Rule 2, Section A, the consignee shall not have the right to call in question the sufficiency of such notice unless within the prescribed free time he shall serve upon the railroad's agent a written request for the omitted information required, in which event the time between receipt of such request and the furnishing of the omitted information will not be computed against the consignee.

2. When claim is made that a mailed notice has been delayed, the postmark thereon shall be accepted as indicating the date of the notice.

3. When a notice is mailed by carrier on Sunday, a legal holiday, or after 3:00 P. M. on other days (as evidenced by the postmark thereon), the consignee shall be allowed five hours, additional free time, provided he shall mail or send to the carrier's agent, within the first twenty-four hours of free time, written advice that the notice had not been received until after the free time had begun to run. In case of failure on part of consignee so to notify carrier's agent, no additional free time shall be allowed.

4. In case of failure by carrier to send or give notice in accordance with the provisions of Rule 2, Section B, no storage charges will be assessed against the consignor between the date on which the notice should have been sent or given and the date on which it was actually sent or given.

5. When an order giving disposition of a shipment is sent to the railroad by United States mail and the order is not received by the addressee, such order shall be considered received as of the date it should have been delivered, provided proof is furnished by the claimant that the order was deposited in the mail properly stamped and addressed on the date claimed. In such event, storage charges shall not be assessed against the shipment during the time the railroad was unable to make delivery by reason of non-receipt of the order.

*Section D.—Error of any railroad which prevents proper tender or delivery.*

Under this rule storage will be charged on the basis of the amount that would have accrued but for such error.

*Section E.—Delay by United States Customs.*

Such additional free time shall be allowed as has been lost through such delay.

By order of the Commission:

Issued December 15, 1922.

Effective January 1, 1923.

Circular No. 237 (Cancels Circular No. 222).

R. O. SELF,  
Clerk.

SWITCHING RATES, RULES AND REGULATIONS AT POINTS IN  
NORTH CAROLINA

## Rule 1

Carriers must furnish cars for loading, and must also accept from each other cars loaded at warehouses or sidetracks of one carrier for delivery at sidetracks or warehouses of the other within switching limits.



**Rule 2—Switching Service**

Switching service, as referred to herein, is defined as a service performed to or from private or assigned siding within switching limits, preceding or following a transportation movement.

**Rule 3—Free Switching**

Cars handled in switching service loaded will be entitled to one free switch movement empty, including delivery to any connecting line within switching limits, except as otherwise provided herein.

**Rule 4—Minimum Weight for Switching Service**

(a) Cars will be placed on private or assigned siding at all stations within switching limits of carriers for the receipt or delivery of freight when in lots aggregating not less than the following quantities, viz.:

Articles rated in Southern Classification No. 46 (Agent E. H. Dulaney's No. 17, supplements thereto or reissues thereof) as Fifth Class or higher, and

Leaf Tobacco ..... 5,000 pounds

Articles rated in Associated Railways and North Carolina Exception Sheets (Notes 4 and 91, I. C. C. No. 4, Exception No. 1 to Southern Classification No. 46) (Agent E. H. Dulaney's No. 17, supplements thereto or reissues thereof) in Classes "K" to "P," except brick or ice, L. C. L., carload minimum as per classification,

Brick or Ice, L. C. L. .... 10,000 pounds

All other freight..... 10,000 pounds

Or

(b) Freight without minimum when consisting of articles requiring special facilities for loading or unloading, when such facilities are not furnished; or

Cotton without minimum when delivered to or received from compresses.

**Rule 5—Excess Over Full Carload**

When a lot of freight is offered for shipment in one day on which carload rates are provided, in quantities exceeding the amount that can be loaded in one car, the surplus, loaded in a separate car, will be switching at the rates, rules and regulations shown herein.

**Rule 6—Subsequent Switch Movement**

After delivery of carload freight has been accomplished either by placing on private or assigned sidings for delivery to consignee, or by storage, any subsequent movement will be subject to charges provided in Rule 9.

**Rule 7—Interchange Switching Rates**

Carriers will switch carload traffic (as defined in Rule 4) between private or assigned sidings and the usual interchange tracks with connecting lines at such points, at the maximum rate of \$2.25 per car.

**Rule 8—Local Switching Movement**

A movement which begins and ends within switching limits and which is not incident to the forwarding or delivery of a shipment to or from a point without said limits and is not covered by these regulations, is a local switching movement and will be treated as such. (See Rule 9.)

**Rule 9—Local Switching Rates**

That is, switching of traffic which is loaded at one point in a town and is discharged at another point in the same town within switching limits, when the haul involved does not exceed a distance of three miles, and when the service performed applies only on traffic originating and moving wholly within the State of North Carolina. (After cars are placed the owner must load or unload, as the case may be, within 24 hours, otherwise the usual demurrage charges will apply.)



(a) When such traffic originates at and is discharged at points on the rails of one and the same carrier, the switching charges will be as shown in Paragraph (e).

(b) When such traffic originates at a point on the rails of one carrier and is discharged at a point on the rails of another carrier the switching charges will be as shown in Paragraph (f).

(c) When such traffic originates at and is discharged at the same plant or industry on the rails of one and the same company, the switching charges will be as shown in Paragraph (d).

### Definition of Intra-Plant, Intra-Terminal and Inter-Terminal Switching

*Intra-Plant Switching*—A switching movement from one track to another within the same plant or industry.

*Intra-Terminal Switching*—A switching movement (other than Intra-Plant Switching) from one track to another of the same road within the switching limits of one station or industrial district.

*Inter-Terminal Switching*—A switching movement from a track of one road to a track of another road when both tracks are within the switching limits of the same station of industrial switching district.

### Switching Charges (Regardless of Weight or Contents)

(d) Intra-Plant Switching ..... \$3.60 per car

(e) Intra-Terminal Switching ..... 5.85 per car

(f) Inter-Terminal Switching ..... 5.85 per car

By order of the Commission:

Effective July 1, 1922.

R. O. SELF,  
Clerk.

Circular No. 261 (Cancels Circular No. 225).

### Supplement No. 1 to Circular No. 261

### RATES, RULES AND REGULATIONS

### GOVERNING SWITCHING AT POINTS IN NORTH CAROLINA

Amends Rule 9. Changed to read as follows:

### Rule 9—Local Switching Rates

That is, switching of traffic which is loaded at one point in a town and is discharged at another point in the same town within switching limits, when the haul involved does not exceed a distance of three miles, and when the service performed applies only on traffic originating and moving wholly within the State of North Carolina.

(a) When such traffic originates at and is discharged at points on the rails of one and the same carrier, the switching charges will be as shown in Paragraph (e).

(b) When such traffic originates at a point on the rails of one carrier and is discharged at a point on the rails of another carrier the switching charges will be as shown in Paragraph (f).

(c) When such traffic originates at and is discharged at the same plant or industry on the rails of one and the same company, the switching charges will be as shown in Paragraph (d).

By order of the Commission:

February 25, 1927.

Effective March 15, 1927.

R. O. SELF,  
Clerk.

### EXPRESS COMPANIES REQUIRED TO GIVE NOTICE OF NON-DELIVERY OF FRESH FISH SHIPMENTS

All express companies operating in this State and which hold themselves out as carriers of fresh fish, shall give notice to the consignor of the failure or refusal of the consignee to receive such shipments when the same have remained on hand four hours during daylight after arriving at point of destination, said notice to be given by filing a telegram to that effect with a telegraph company doing a commercial business between points of origin and destination; provided, that it shall not be necessary to give such notice



unless the carrier is directed by the shipper so to do in writing or printing attached to the package.

This shall not apply where there is no commercial telegraph office open for business at either initial or destination point at the expiration of the time fixed herein.

Should the carrier sell such shipments on the order of the shipper in any manner not pointed out by law, it shall be entitled to a commission for such services of 10 per cent of the amount realized.

The carrier shall not await answer to its said telegram to the shipper longer than two hours, after which time it shall act in reference to said shipments in accordance with its duty under the law.

Should the said shipment perish or become damaged because of the carrier's observance of the requirements of this order, it shall not be liable in damages therefor, if not otherwise at fault.

The carrier shall re-ice such shipments only when directed to do so by the shipper, and when it is practicable so to do; and when shipments are re-iced, same shall be done at actual cost and at the expense of the shipper.

The shipper shall pay the going and return charges on shipments which are returned under this order, together with the telegraph tolls.

By order of the Commission:

April 5, 1923.

Circular No. 248.

R. O. SELF,

*Clerk.*

#### Rule Governing Issuance of Bills of Lading

The obligation lawfully rests upon the carrier's agent to refrain from executing a bill of lading which contains provisions that can not lawfully be complied with, or provisions which are contradictory and therefore impossible of execution. When, therefore, the rate and the route are both given by the shipper in the shipping instructions and the rate given does not apply via the route designated, it is the duty of the carrier's agent to ascertain from the shipper whether the rate or the route given in the shipping instructions shall be followed. The carrier will be held responsible for any damages which may result from the failure of its agent to follow this course.

By order of the Commission:

Effective July 1, 1927.

Circular No. 285.

R. O. SELF,

*Clerk.*

#### DISTANCE TABLE RULES

On January 19, 1926, the Commission issued an order requiring the carriers to revise and file with the Commission, effective not later than June 15, 1926, distance tables showing distances between all points on each line, said distances to show actual miles, including fractions of mile.

In complying with the order it was necessary for the carriers in some instances to have their lines remeasured, and as a result of the order a great many changes were made in distances, some of which were increases and others decreases. Some of these changes were, no doubt, due to track revisions, changes in locations of stations, etc., since the old distances were of long standing.

Inquiries are now reaching the Commission concerning these changes. Some of these are complaints about increases in rates as a result of increased distances, while others are in the form of claims for overcharges where distances have been decreased, alleging former distances were incorrect and, therefore, illegal.

The Commission is of the opinion, and so rules, that it would be unreasonable to expect a general revision of this nature to occur without involving some changes in distances and consequently in rates. Therefore, it is

**ORDERED**, That distances as shown in carriers' distance tables, effective on date of shipment, must be strictly adhered to, with exceptions as shown in following note:

*Note.* (a) Where it is clearly shown that published distance is erroneous due to typographical or printer's error, or other clerical mistake, the



established correct distance shall be protected, and carriers will amend their distance tables as early as practicable after their attention is directed to the error.

(b) Agent Cottrell's N. C. Joint Tariff was not amended to reflect the new distances until December 10, 1926; therefore, where there is a conflict between the distances shown in the Joint Tariff and those made on combination by use of the revised local distance tables, via routes shown in Joint Tariff, the latter will govern.

By order of the Commission:

May 10, 1927.

Circular No. 283.

R. O. SELF,  
*Clerk.*

### CORPORATION COMMISSION v. COMMON CARRIERS BY RAIL IN NORTH CAROLINA

In order to clarify an apparent misconception on the part of the common carriers of the state as to the proper method for arriving at correct rates now applicable on certain commodities named in Agent Kelly's Freight Tariff No. 228 I. C. C. U. S.-1 when handled on combination rates over two or more lines within the state, it is

ORDERED, That the rules and arbitraries set out in Agent Kelly's Freight Tariff No. 228 I. C. C. U. S.-1 for arriving at combination rates on the commodities named in said Tariff shall, until further ordered, apply to intra-state Traffic in North Carolina. It is further

ORDERED, That the principles for arriving at combination rates as set out in the said tariff are to be applied in connection with legally established rates of the carriers in this state. When used in connection with statutory deductions, the provisions of the Kelly Tariff to be invoked before making statutory deductions. (See Note). It is further

ORDERED, That these rules shall apply to rates made on combination between all common carriers by rail within the state.

NOTE.—First deduct the arbitraries shown in Kelly's Tariff, then apply the statutory deductions, after which add back arbitraries as per Kelly's Tariff, but in no case shall combination rates so made be less than can be made by use of Joint line scale for short line distance between the same points.

By order of the Commission:

September 25, 1925.

Circular No. 276. (Cancels Circular No. 250.)

R. O. SELF,  
*Clerk.*

### GROUP DESIGNATION OF COMMON CARRIERS

For convenience of the Commission in referring to the common carriers of the State, they are hereby grouped as follows:

#### GROUP "A"

Atlantic Coast Line Railroad Company.  
Carolina, Clinchfield & Ohio Railway Company.  
Norfolk & Western Railway Company (except Abingdon Branch).  
Seaboard Air Line Railway Company.  
Southern Railway Company.  
Wintson-Salem Southbound Railway Company.

#### GROUP "B"

Asheville & Craggy Mountain Railway.  
Asheville Southern Railway Company.  
Atlantic & Yadkin Railway Company.  
Carolina & Northwestern Railway Company.  
Carolina & Tennessee Southern Railway Company.  
High Point, Randleman, Asheboro & Southern Railroad Company.  
State University Railroad Company.  
Yadkin Railroad Company.



## GROUP "C"

Norfolk Southern Railroad Company.

## GROUP "D"

Aberdeen & Rockfish Railroad Company.  
Appalachian Railway Company.  
Atlantic & Carolina Railroad Company.  
Atlantic & Western Railroad Company.  
Black Mountain Railway Company.  
Bonlee & Western Railway Company.  
Carolina Railroad Company.  
Carolina and Georgia Railway Company.  
Carolina & Northeastern Railroad Company.  
Carolina-Southern Railway Company.  
Cliffside Railroad Company.  
Danville & Western Railway Company.  
Dover & Southbound Railroad Company.  
Durham & Southern Railway Company.  
East Carolina Railway.  
Elkin & Alleghany Railroad Company.  
East Tennessee & Western North Carolina Railroad Company.  
Graham County Railroad Company.  
High Point, Thomasville & Denton Railroad Company.  
Kinston-Carolina Railroad Company.  
Laurinburg & Southern Railroad Company.  
Lawndale Railway & Industrial Company.  
Linville River Railroad Company.  
Louisville & Nashville Railroad Company.  
Maxton, Alma & Southbound Railroad Company.  
Moore Central Railway Company.  
Norfolk & Western Railway Company (Abingdon Branch).  
Piedmont & Northern Railway Company.  
Pigeon River Railway Company.  
Raleigh & Charleston Railroad Company.  
Rockingham Railroad Company.  
Tallulah Falls Railway Company (J. F. Gray, Receiver).  
Tennessee & North Carolina Railway Company.  
The Townsville Railroad Company.  
Tuckaseegee and Southeastern Railway Company.  
Virginia & Carolina Southern Railroad Company.  
Warrenton Railroad Company.  
Wilmington, Brunswick & Southern Railroad Company.

On joint traffic between stations on the Southern Railway and stations on the lines in Group B, apply Southern Railway single line rates.

On joint traffic between stations on the lines of Group B carriers and stations on the lines of Group A, C, and D carriers, when the Southern Railway is a party to the movement, the mileage of Group B carriers must be treated as a part of the Southern Railway mileage.

R. O. SELF,  
Clerk.

By Order of Commission,  
Circular No. 290 (Cancels Circulars No. 252-253).



## FREIGHT RATES ON COAL AND COKE

The freight rate on coal and coke in cents, per ton of 2,000 pounds, car-load minimum 30,000 pounds, will be as follows:

Distance	Rate	Distance	Rate
5 miles and under.....	\$ .79	150 miles and over 140.....	\$ 1.92
10 miles and over 5.....	1.02	160 miles and over 150.....	1.92
15 miles and over 10.....	1.02	170 miles and over 160.....	2.03
20 miles and over 15.....	1.13	180 miles and over 170.....	2.03
25 miles and over 20.....	1.13	190 miles and over 180.....	2.03
30 miles and over 25.....	1.24	200 miles and over 190.....	2.14
35 miles and over 30.....	1.24	210 miles and over 200.....	2.14
40 miles and over 35.....	1.35	220 miles and over 210.....	2.14
45 miles and over 40.....	1.47	230 miles and over 220.....	2.25
50 miles and over 45.....	1.58	240 miles and over 230.....	2.25
55 miles and over 50.....	1.58	250 miles and over 240.....	2.25
60 miles and over 55.....	1.58	260 miles and over 250.....	2.25
65 miles and over 60.....	1.58	270 miles and over 260.....	2.37
70 miles and over 65.....	1.58	280 miles and over 270.....	2.37
75 miles and over 70.....	1.69	290 miles and over 280.....	2.37
80 miles and over 75.....	1.69	300 miles and over 290.....	2.48
85 miles and over 80.....	1.69	310 miles and over 300.....	2.48
90 miles and over 85.....	1.69	320 miles and over 310.....	2.48
95 miles and over 90.....	1.80	330 miles and over 320.....	2.59
100 miles and over 95.....	1.80	340 miles and over 330.....	2.59
110 miles and over 100.....	1.80	350 miles and over 340.....	2.70
120 miles and over 110.....	1.80	360 miles and over 350.....	2.70
130 miles and over 120.....	1.92	370 miles and over 360.....	2.82
140 miles and over 130.....	1.92	380 miles and over 370.....	2.82

Applicable for single line haul to all common carriers of the State except where other specific rates are approved by the Commission.

By order of the Commission:

R. O. SELF,  
Clerk.

July 1, 1922.

Circular No. 230 (Cancels Circular No. 216).

CLAY GRAVEL (UNWASHED), C. L., MINIMUM WEIGHT MARKED CAPACITY OF CAR, EXCEPT WHERE CARS ARE LOADED TO FULL VISIBLE CAPACITY, IN WHICH CASE ACTUAL WEIGHT WILL BE CHARGED FOR, IN CENTS PER TON, 2,000 LBS.

(Applicable only for the purpose of building public roads or highways in which the State, towns or counties, are interested.)

Distance	Single Line	Distance	Single Line
22 miles and under.....	57	160 miles and over 120.....	113
42 miles and over 22.....	68	220 miles and over 160.....	124
72 miles and over 42.....	79	280 miles and over 220.....	135
92 miles and over 72.....	90	350 miles and over 280.....	147
120 miles and over 92.....	102	400 miles and over 350.....	158

By order of the Commission:

R. O. SELF,  
Clerk.

March 1, 1927.

Circular No. 281 (Current Rates). Cancels Circular No. 193.



RATES ON COTTON SEED AND COTTON SEED HULLS, CARLOAD,  
20,000 POUNDS MINIMUM, (SEE NOTE) IN CENTS PER TON  
2,000 POUNDS.

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
7 miles and under.....	90	125	180 miles and over 170.....	203	238
12 miles and over 7.....	102	137	190 miles and over 180.....	214	249
17 miles and over 12.....	113	148	200 miles and over 190.....	214	249
22 miles and over 17.....	113	148	210 miles and over 200.....	214	249
27 miles and over 22.....	124	159	220 miles and over 210.....	214	249
32 miles and over 27.....	124	159	230 miles and over 220.....	225	260
37 miles and over 32.....	135	170	240 miles and over 230.....	225	260
42 miles and over 37.....	135	170	250 miles and over 240.....	237	272
47 miles and over 42.....	147	182	260 miles and over 250.....	237	272
52 miles and over 47.....	147	182	270 miles and over 260.....	237	272
57 miles and over 52.....	147	182	280 miles and over 270.....	237	272
62 miles and over 57.....	158	193	290 miles and over 280.....	248	283
67 miles and over 62.....	158	193	300 miles and over 290.....	248	283
72 miles and over 67.....	158	193	310 miles and over 300.....	259	294
77 miles and over 72.....	158	193	320 miles and over 310.....	259	294
82 miles and over 77.....	158	193	330 miles and over 320.....	259	294
87 miles and over 82.....	169	204	340 miles and over 330.....	259	294
92 miles and over 87.....	169	204	350 miles and over 340.....	270	305
97 miles and over 92.....	180	215	360 miles and over 350.....	270	305
100 miles and over 97.....	180	215	370 miles and over 360.....	270	305
110 miles and over 100.....	180	215	380 miles and over 370.....	270	305
120 miles and over 110.....	180	215	390 miles and over 380.....	282	317
130 miles and over 120.....	192	227	400 miles and over 390.....	282	317
140 miles and over 130.....	192	227	420 miles and over 400.....	293	328
150 miles and over 140.....	203	238	440 miles and over 420.....	293	328
160 miles and over 150.....	203	238	480 miles and over 440.....	304	339
170 miles and over 160.....	203	238	500 miles and over 480.....	315	350

Applicable to common carriers in Groups A, B and C. (See Circular No. 290.)

By order of the Commission:  
December 19, 1924.

Circular No. 267 (Cancels Circular No. 258).

R. O. SELF,  
Clerk.



## LIVE STOCK RATES

APPLICABLE TO

COMMON CARRIERS IN GROUPS A, B, AND C ON INTRASTATE  
TRAFFIC BETWEEN POINTS IN NORTH CAROLINAGoverned by Southern Classification No. 46 in connection with North  
Carolina Exception Sheet No. 6, supplements thereto and reissues thereof.

DISTANCE	IN CENTS PER 100 POUNDS										STOCKER RATES	HORSES AND MULES, C. L. Minimum, See Note Below	
	CATTLE—BEEF AND STOCK, Single Deck, C. L. Mini- mum 20,000 Lbs. (Double Deck Not Accepted)		CALVES, HOGS, AND PIGS, Single Deck, C. L. Mini- mum 16,000 Lbs.		SHEEP, GOATS, LAMBS, AND Kids, Single Deck, C. L. Minimum 12,000 Lbs.		CALVES AND HOGS, Double Deck, C. L. Minimum, 22,000 Lbs. SHEEP, Goats, LAMBS, Kids, Double Deck, C. L. Minimum, 18,000 Lbs.						
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line			
5 miles and under.....	7	11	8.05	11.05	8.75	11.75	7	11	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		11	15½	
10 miles and over 5.....	7	11	8.05	11.05	8.75	11.75	7	11			12½	15½	
15 miles and over 10.....	8	11	9.2	12.2	10	13	8	11			14	17	
20 miles and over 15.....	9	12	10.35	13.35	11.25	14.25	9	12			15	18	
25 miles and over 20.....	10	13	11.5	14.5	12.5	15.5	10	13			16	19	
30 miles and over 25.....	11	14	12.65	15.65	13.75	16.75	11	14	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		17	20	
35 miles and over 30.....	12	15	13.8	16.8	15	18	12	15			18	21	
40 miles and over 35.....	13	16	14.95	17.95	16.25	19.25	13	16			19	22	
45 miles and over 40.....	14	17	16.1	19.1	17.5	20.5	14	17			20½	23½	
50 miles and over 40.....	15	18	17.25	20.25	18.75	21.75	15	18			22	25	
60 miles and over 50.....	16	19	18.4	21.4	20	23	16	19	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		23½	26½	
70 miles and over 60.....	17	20	19.55	22.55	21.25	24.25	17	20			25	28	
80 miles and over 70.....	18	21	20.7	23.7	22.5	25.5	18	21			26½	29½	
90 miles and over 80.....	19	22	21.85	24.85	23.75	26.75	19	22			28	31	
100 miles and over 90.....	20	23	23	26	25	28	20	23			29	32	
110 miles and over 100.....	21	24	24.15	27.15	26.25	29.25	21	24	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		30	33	
120 miles and over 110.....	22	25	25.3	28.3	27.5	30.5	22	25			31	34	
130 miles and over 120.....	23	26	26.45	29.45	28.75	31.75	23	26			32	35	
140 miles and over 130.....	24	27	27.6	30.6	30	33	24	27			33	36	
150 miles and over 140.....	25	28	28.75	31.75	31.25	34.25	25	28			34	37	
160 miles and over 150.....	25½	28½	29.33	32.33	31.88	34.88	25½	28½	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		35	38	
170 miles and over 160.....	26	29	29.9	32.9	32.5	35.5	26	29			35½	38½	
180 miles and over 170.....	27	30	31	34.5	33.75	36.75	27	30			36½	39½	
190 miles and over 180.....	27½	30	31.6	34.5	34.38	36.88	27½	30			37	40	
200 miles and over 190.....	28	30	32.2	34.5	35	37	28	30			38	40	
210 miles and over 200.....	29	31	33.35	35.35	36.25	38.25	29	31	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		39	41	
220 miles and over 210.....	30	32	34.5	36.5	37.5	39.5	30	32			39½	41½	
230 miles and over 220.....	31	33	35.65	37.65	38.75	40.75	31	33			40½	42½	
240 miles and over 230.....	32	34	36.8	38.8	40	42	32	34			41	43	
250 miles and over 240.....	33½	35½	38.5	40.5	41.88	43.88	33½	35½			42½	44½	
275 miles and over 250.....	35	37	40.25	42.25	43.75	45.75	35	37	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		44	46	
290 miles and over 275.....	35	37	40.25	42.25	43.75	45.75	35	37			44	46	
300 miles and over 290.....	36½	38½	41.98	43.98	45.63	47.63	36½	38½			45	47	
325 miles and over 300.....	38	40	43.7	45.7	47.5	49.5	38	40			46	48	
350 miles and over 325.....	39½	40½	45.42	46.42	49.38	50.38	39½	40½			47	48	
375 miles and over 350.....	41	42	47.15	48.12	51.25	52.25	41	42	Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates, as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles inclusive, add 2½ cents; 201 miles to 350 miles inclusive, add 2 cents; 351 miles to 500 miles inclusive, add 1 cent, to single line Stocker rates.		48	49	
400 miles and over 375.....	42½	43½	48.88	49.88	53.13	54.13	42½	43½			49	50	
425 miles and over 400.....	44	45	50.6	51.6	55	56	44	45			50	51	
450 miles and over 425.....	45	46	51.75	52.75	56.25	57.25	45	46			52	52	
480 miles and over 450.....	46	47	52.9	53.9	57.5	58.5	46	47			52½	53½	
500 miles and over 480.....													

Note—Horses and Mules, C. L. minimum weight:

23,000 lbs. per standard car 36 feet, 7 inches and under in length. 24,500 lbs. per standard car  
36 feet, 7 inches to and including 38 feet, 6 inches in length. 25,780 lbs. per standard car over 38  
feet, 6 inches to and including 40 feet, 6 inches in length. 26,910 lbs. per standard car over 40 feet,  
6 inches in length.

Note—N. C. Exception Sheet cancelled Nov. 1, 1929 by order of Commissioners.

Circular 264.

Note: N. C. Exception Sheet cancelled November 1, 1929. By order of  
Commission.



## LOGS, ROUGH, CL., PER CAR 40,000 POUNDS, EXCESS IN PROPORTION, IN CENTS

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
10 miles-----	*720	*1,300	210 miles and over 200-----	3,300	3,850
20 miles-----	*855	*1,400	220 miles and over 210-----	3,300	3,850
30 miles-----	*1,050	*1,600	230 miles and over 220-----	3,400	3,950
40 miles-----	*1,150	*1,700	240 miles and over 230-----	3,400	3,950
50 miles-----	*1,300	*1,850	250 miles and over 240-----	3,550	4,100
60 miles-----	*1,400	*2,000	260 miles and over 250-----	3,550	4,100
70 miles-----	*1,600	*2,150	270 miles and over 260-----	3,650	4,250
80 miles-----	*1,700	*2,250	280 miles and over 270-----	3,650	4,250
90 miles-----	*1,850	*2,450	300 miles and over 280-----	3,850	4,400
100 miles-----	*2,000	*2,500	320 miles and over 300-----	3,850	4,450
110 miles and over 100-----	2,150	2,700	340 miles and over 320-----	3,950	4,500
120 miles and over 110-----	2,250	2,850	360 miles and over 340-----	4,000	4,550
130 miles and over 120-----	2,450	2,950	380 miles and over 360-----	4,100	4,700
140 miles and over 130-----	2,500	3,100	400 miles and over 380-----	4,250	4,750
150 miles and over 140-----	2,700	3,300	420 miles and over 400-----	4,300	4,850
160 miles and over 150-----	2,850	3,400	440 miles and over 420-----	4,400	4,950
170 miles and over 160-----	2,950	3,550	460 miles and over 440-----	4,450	5,000
180 miles and over 170-----	2,950	3,550	480 miles and over 460-----	4,500	5,100
190 miles and over 180-----	3,100	3,650	500 miles and over 480-----	4,550	5,150
200 miles and over 190-----	3,100	3,650			

\*When rates are not shown for the exact distance, the charge shall not exceed the rate for the nearest distance. In case where the haul is equidistant the charge shall be that for the next higher distance.

Applicable to all common carriers of the State having over seventy-five miles of rail within the State except where other specific rates are approved by the Commission.

By order of the Commission:

R. O. SELF,  
Clerk.

August 5, 1923.

Circular No. 251 (Cancels Circular No. 246).

RATES ON ROUGH LOGS, C. L., VIZ: DOGWOOD, HICKORY, PER-SIMMON, GUMWOOD, ROUGH OAK, POPLAR, PINE, MAPLE, BIRCH, AND OTHER HARDWOOD LOGS, PER CARLOAD OF 40,000 LBS., IN CENTS PER CAR, EXCESS IN PROPORTION.

Distance	Rate
10 miles and under-----	900
20 miles and over 10-----	1,050
30 miles and over 20-----	1,100
40 miles and over 30-----	1,150
50 miles and over 40-----	1,300
60 miles and over 50-----	1,400
70 miles and over 60-----	1,600
75 miles and over 70-----	1,700

Applicable to all common carriers having less than 75 miles of line within the State, except where other rates on logs have been specifically approved by the Commission.

By order of the Commission:

R. O. SELF,  
Clerk.

June 30, 1925.

Circular No. 274 (Cancels Circular No. 273).



**FREIGHT RATES ON TILE, CONCRETE BUILDING, WITHOUT ORNAMENTAL FACE, CARLOAD MINIMUM, FIFTY THOUSAND POUNDS (APPLIES ONLY TO HEAVY-LOAD-BEARING CONCRETE TILE). IN CENTS PER 100 POUNDS**

Distance	Rate Single Line	Rate Joint Line
10 miles and less.....	3.5	4.5
20 miles and over 10.....	4.0	5.0
30 miles and over 20.....	4.5	5.5
40 miles and over 30.....	5.0	5.5
50 miles and over 40.....	5.5	6.0
60 miles and over 50.....	6.0	6.5
70 miles and over 60.....	6.0	6.5
80 miles and over 70.....	6.5	7.0

**Single or Joint Line**

90 miles and over 80.....	7.0
100 miles and over 90.....	7.0
120 miles and over 100.....	7.5
140 miles and over 120.....	7.5
150 miles and over 140.....	8.0
160 miles and over 150.....	8.0
180 miles and over 160.....	8.5
200 miles and over 180.....	9.0
220 miles and over 200.....	9.5
240 miles and over 220.....	9.5
260 miles and over 240.....	10.0
280 miles and over 260.....	10.5
300 miles and over 280.....	11.0
320 miles and over 300.....	11.5
340 miles and over 320.....	11.5
360 miles and over 340.....	12.0
380 miles and over 360.....	12.5
400 miles and over 380.....	13.0
425 miles and over 400.....	13.5
450 miles and over 425.....	13.5

Applicable to lines named in Groups A, B, and C (See Circular No. 290).

By order of the Commission:

February 25, 1925.

Circular No. 271 (Cancels Circular No. 262).

Effective March 25, 1925.

R. O. SELF,  
Clerk.



MAXIMUM RATES ON MARBLE, GRANITE AND STONE (CRUSHED OR RUBBLE), STONE SCREENINGS, GRAVEL (WASHED), SLAG, CHERT, CINDERS, AND SAND, IN STRAIGHT OR MIXED CARLOADS, CARLOAD MINIMUM WEIGHT 90 PER CENT OF MARKED CAPACITY OF CAR, EXCEPT WHEN CARS ARE LOADED TO THEIR VISIBLE CAPACITY THE ACTUAL WEIGHT WILL GOVERN, PER TON OF 2,000 POUNDS

TABLE "A"

Applicable to Common Carriers as shown in Groups A, B, and C of Circular No. 290, also Louisville and Nashville Railroad and Abingdon Branch of the Norfolk and Western Railway.

Distance	Rate Single Line	Rate Joint Line
10 miles and under.....	50	65
20 miles and over 10 miles.....	55	70
30 miles and over 20 miles.....	60	75
40 miles and over 30 miles.....	70	85
60 miles and over 40 miles.....	80	95
80 miles and over 60 miles.....	90	105
100 miles and over 80 miles.....	100	115
125 miles and over 100 miles.....	110	125
150 miles and over 125 miles.....	120	135
175 miles and over 150 miles.....	130	140
200 miles and over 175 miles.....	135	145
230 miles and over 200 miles.....	140	150
260 miles and over 230 miles.....	150	160
290 miles and over 260 miles.....	160	170
320 miles and over 290 miles.....	165	175
360 miles and over 320 miles.....	175	180
400 miles and over 360 miles.....	185	190
440 miles and over 400 miles.....	195	200
480 miles and over 440 miles.....	205	210

TABLE "B"

When the transportation is in whole or in part over either of the so-called short lines, that is independent lines under 75 miles in length, rates are to be determined as follows: Apply the rates applicable under appropriate scale or scales above set forth plus the following arbitrary which is to accrue solely to the short line. Arbitrary: Twenty-five (25) cents per net ton. (See Circular No. 290.)

By order of the Commission:

Effective August 1, 1927.

Circular No. 284 (Cancels Circular No. 279).

R. O. SELF,  
Clerk.



**ARTIFICIAL BUILDING STONE****As Per Descriptions Below****DESCRIPTION "A"**

Building blocks, plain faced, not in imitation of chiseled, dressed, hammered, or sand rubbed natural stone, loose or in packages, carload minimum weight 36,000 pounds, per ton of 2,000 pounds.

**DESCRIPTION "B"**

Blocks, pieces or slabs, N. O. I. B. N., moulded in imitation of chiseled, dressed, hammered or sand rubbed natural stone, loose or in packages, carload minimum weight 36,000 pounds, per ton of 2,000 pounds.

**DESCRIPTION "C"**

Blocks, pieces or slabs, N. O. I. B. N., moulded in imitation of carved lettered or traced natural stone, packed in excelsior, hay, straw, or similar packing material or in packages, carload minimum 36,000 pounds.

Blocks, pieces or slabs, N. O. I. B. N., in slabs, in boxes or crates, in blocks or pieces in boxes or crates or with finished surfaces protected by boxing or crating securely strapped to each piece, carload minimum weight 36,000 pounds, per ton of 2,000 pounds.



# FREIGHT RATES

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DISTANCE	DESCRIPTION "A"		DESCRIPTION "B"		DESCRIPTION "C"	
	Single	Joint	Single	Joint	Single	Joint
5 miles and under-----	90	---	130	---	180	---
10 miles and over 5-----	100	150	140	190	190	240
15 miles and over 10-----	110	160	140	200	200	250
20 miles and over 15-----	110	160	140	200	200	250
25 miles and over 20-----	120	170	150	210	210	260
30 miles and over 25-----	120	170	150	210	210	260
35 miles and over 30-----	130	180	160	220	220	270
40 miles and over 35-----	130	180	160	220	220	270
45 miles and over 40-----	140	190	170	230	230	280
50 miles and over 45-----	140	190	170	230	230	280
55 miles and over 50-----	140	200	180	230	230	290
60 miles and over 55-----	140	200	180	230	230	290
65 miles and over 60-----	150	200	190	230	240	290
70 miles and over 65-----	150	200	190	230	240	290
75 miles and over 70-----	160	210	200	240	250	300
80 miles and over 75-----	160	210	200	240	250	300
85 miles and over 80-----	170	220	210	250	260	310
90 miles and over 85-----	170	220	210	250	260	310
95 miles and over 90-----	180	230	220	260	270	320
100 miles and over 95-----	180	230	220	260	270	320
110 miles and over 100-----	190	230	230	270	280	320
120 miles and over 110-----	200	240	230	280	290	330
130 miles and over 120-----	210	250	240	290	300	340
140 miles and over 130-----	220	260	250	300	310	350
150 miles and over 140-----	230	270	260	310	320	360
160 miles and over 150-----	230	280	270	320	320	370
170 miles and over 160-----	240	280	280	320	330	370
180 miles and over 170-----	250	290	290	320	340	380
190 miles and over 180-----	260	300	300	330	350	390
200 miles and over 190-----	270	310	310	340	360	400
210 miles and over 200-----	280	320	320	350	370	410
220 miles and over 210-----	290	320	320	360	380	410
230 miles and over 220-----	300	330	330	370	390	420
240 miles and over 230-----	310	340	340	380	400	430
250 miles and over 240-----	320	350	350	390	410	440
260 miles and over 250-----	320	360	360	400	410	450
270 miles and over 260-----	340	370	380	400	430	460
280 miles and over 270-----	340	370	380	400	430	460
290 miles and over 280-----	360	390	400	410	450	480
300 miles and over 290-----	360	390	400	410	450	480
310 miles and over 300-----	380	410	410	440	470	500
320 miles and over 310-----	380	410	410	440	470	500
330 miles and over 320-----	400	420	430	460	490	510
340 miles and over 330-----	400	420	430	460	490	510
350 miles and over 340-----	410	440	450	480	500	530
360 miles and over 350-----	410	440	450	480	500	530
370 miles and over 360-----	430	450	470	490	520	540
380 miles and over 370-----	430	450	470	490	520	540
390 miles and over 380-----	450	470	490	500	540	560

Applicable to common carriers in Groups A, B, and C. (See Circular No. 290.)

By order of the Commission:  
 Issued January 20, 1928.  
 Effective retroactive March 25, 1927.  
 Circular No. 286.

R. O. SELF,  
 Clerk.



# WOOD, FIRE OR CORD, (FOR FUEL PURPOSES) C. L. IN CENTS PER CORD

## CARLOAD MINIMUM

In cars, inside length under 36 feet.....	12 Cords
In cars, inside length 36 feet.....	14 Cords
In cars, inside length 38 feet and over 36 feet.....	15 Cords
In cars, inside length 40 feet and over 38 feet.....	16 Cords
In cars, inside length over 40 feet.....	17 Cords

Distance	Rate Single Line
5 miles and under.....	70
10 miles and over 5.....	70
15 miles and over 10.....	78½
20 miles and over 15.....	84½
30 miles and over 20.....	84½
40 miles and over 30.....	99
50 miles and over 40.....	112½
70 miles and over 50.....	127
90 miles and over 70.....	141½
110 miles and over 90.....	155
130 miles and over 110.....	169
150 miles and over 130.....	182½
170 miles and over 150.....	197

Applicable to lines named in Groups A, B, and C (See Circular No. 290).

By order of the Commission:

Effective October 1, 1924.

Circular No. 265 (Cancels Circular No. 263).

R. O. SELF,  
Clerk.

Supplement No. 1 to Circular No. 254,  
(Cancels Circular No. 254).

Supplement No. 1 to Circular No. 255,  
(Cancels Circular No. 255).

Supplement No. 1 to Circular No. 267,  
Supplement No. 1 to Circular No. 297,  
(Cancels Circular No. 297).

Supplement No. 1 to Circular No. 299,  
Supplement No. 1 to Circular No. 302,

Supplement No. 1 to Circular No. 304,  
Supplement No. 1 to Circular No. 311,

(Cancels Circular No. 311).  
Supplement No. 1 to Circular No. 313,

(Cancels Circular No. 313).  
Supplement No. 1 to Circular No. 315,

Supplement No. 1 to Circular No. 317,  
(Cancels Circular No. 317).

Supplement No. 1 to Circular No. 318,  
(Cancels Circular No. 318).

Supplement No. 1 to Circular No. 322,  
Supplement No. 1 to Circular No. 326,

Supplement No. 1 to Circular No. 327,  
Supplement No. 3 to Circular No. 330,

(Cancels Circular No. 330).



Supplement No. 1 to Circular No. 334,  
Supplement No. 1 to Circular No. 335,  
Supplement No. 2 to Circular No. 336,  
Supplement No. 1 to Circular No. 337,  
Supplement No. 1 to Circular No. 338,  
(Cancels Circular No. 338).  
Supplement No. 1 to Circular No. 341,  
(Cancels Circular No. 341).

## CANCELLATIONS

- CIRCULAR No. 254, containing class rates for single line application, is hereby canceled. In future apply rates published in Agent J. J. Cottrell's North Carolina Tariff (No. 98-A), I. C. C. 752, supplements thereto and reissues thereof.
- CIRCULAR No. 255, containing class rates for joint line application, is hereby canceled. In future apply rates published in Agent J. J. Cottrell's North Carolina Tariff (No. 98-A), I. C. C. 752, supplements thereto and reissues thereof.
- CIRCULAR No. 267—All less than carload commodity rates on cottonseed published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 297, containing rates on peanuts and chufas, less than carload, is hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 299—All less than carload commodity rates on sugar, published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 302—All less than carload commodity rates on salt, common (Sodium Chloride), published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 304—All less than carload commodity rates on tile, building or roofing, etc., published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 311, containing rates on furniture, less than carload, is hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 313, containing rates on furniture, less than carload, is hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 315—All less than carload commodity rates on plaster, etc., published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 317, containing rates on vehicles, horse drawn, less than carload, is hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 318, containing rates on vehicles, horse drawn, less than carload, is hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 322—All less than carload commodity rates on charcoal, wood, published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 326—Carload and less than carload rates on vegetables, dried, viz.: Peas, dried or split, listed in Description Nos. 1 and 2, on pages 2 and 4 of this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 327—All less than carload commodity rates on ice, published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 330, containing rates on machinery and machines, is hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 334—All less than carload commodity rates on clay, concrete, earthen or shale products, published in this Circular, are hereby canceled. In future apply class or combination rates.
- CIRCULAR No. 335—All less than carload commodity rates on lime, published in this Circular, are hereby canceled. In future apply class or combination rates.



CIRCULAR No. 336—All less than carload commodity rates on cement, published in this Circular, are hereby canceled. In future apply class or combination rates.

CIRCULAR No. 337—All less than carload commodity rates on brick, published in this Circular, are hereby canceled. In future apply class or combination rates.

CIRCULAR No. 338, containing rates on slate, roofing, carload, is hereby canceled. In future apply class or combination rates.

CIRCULAR No. 341, containing less than carload commodity rates on marble and granite (other than gravestones, tombstones, monuments, or parts thereof), etc., is hereby canceled. In future apply class or combination rates.

These cancellations are the result of this Commission's general and supplemental order dated May 21, 1930.

By order of the Commission:

Issued May 26, 1930.

Effective June 10, 1930.

R. O. SELF,  
Clerk.

# MAXIMUM FREIGHT RATES ON GROUND LIMESTONE, AND GROUND OYSTER SHELLS, CARLOAD MINIMUM WEIGHT 60,000 POUNDS, PER TON OF 2,000 POUNDS

TABLE A

Applicable to common carriers as shown in Groups A, B, and C of Circular No. 290, also Louisville and Nashville Railroad and Abingdon Branch of the Norfolk and Western Railway.

Distance	Single Line	Joint Line	Distance	Single Line	Joint Line
5 miles and under.....	50	60	120 miles and over 100.....	130	150
10 miles and over 5.....	55	65	140 miles and over 120.....	140	160
15 miles and over 10.....	65	85	160 miles and over 140.....	150	170
20 miles and over 15.....	70	90	180 miles and over 160.....	150	170
25 miles and over 20.....	75	95	200 miles and over 180.....	160	180
30 miles and over 25.....	80	100	220 miles and over 200.....	170	190
35 miles and over 30.....	85	105	240 miles and over 220.....	170	190
40 miles and over 35.....	90	110	260 miles and over 240.....	180	200
45 miles and over 40.....	90	110	280 miles and over 260.....	180	200
50 miles and over 45.....	95	115	320 miles and over 280.....	190	200
55 miles and over 50.....	95	115	360 miles and over 320.....	200	200
60 miles and over 55.....	100	120	400 miles and over 360.....	210	210
65 miles and over 60.....	100	120	440 miles and over 400.....	215	215
70 miles and over 65.....	110	130	480 miles and over 440.....	220	220
80 miles and over 70.....	110	130	520 miles and over 480.....	225	225
90 miles and over 80.....	120	140	560 miles and over 520.....	230	230
100 miles and over 90.....	120	140	600 miles and over 560.....	235	235

TABLE B

When the transportation is in whole or in part over the short or weak lines shown in Group D of Circular No. 290, rates are to be determined as follows: Apply the rates applicable under appropriate scale or scales above set forth plus the following arbitrary which is to accrue solely to the short or weak line. Arbitrary: Thirty (30) cents per net ton.

By order of the Commission:

Effective June 15, 1928.

Circular No. 291.

R. O. SELF,  
Clerk.



### MAXIMUM FREIGHT RATES ON ROAD BUILDING MATERIALS, VIZ.:

Stone (crushed, broken or ground, stone screenings, chert, gravel, sand, and/or slag, mixed or coated with asphalt, oil, tar, and/or lime; the weight of asphalt, oil, tar, and/or lime content to be more than 2 per cent, but not more than 9 per cent of the whole, and the percentage of the mixture to be specified on the bill of lading; carload, minimum weight 90 per cent of marked capacity of car, except where car is loaded to full visible capacity actual weight will be charged for. Rates in cents per net ton.

#### TABLE A

Applicable singly and jointly to common carriers as shown in Groups A, B, and C of Circular No. 290, also Louisville and Nashville Railroad and Abingdon Branch of the Norfolk & Western Railway.

Distance	Rate
10 miles and under.....	75
20 miles and over 10.....	80
30 miles and over 20.....	85
40 miles and over 30.....	95
60 miles and over 40.....	105
80 miles and over 60.....	115
100 miles and over 80.....	125
125 miles and over 100.....	135
150 miles and over 125.....	145
175 miles and over 150.....	155
200 miles and over 175.....	160
230 miles and over 200.....	165
260 miles and over 230.....	175
290 miles and over 260.....	185
320 miles and over 290.....	190
360 miles and over 320.....	200
400 miles and over 360.....	210
440 miles and over 400.....	220
480 miles and over 440.....	230

#### TABLE B

When the transportation is in whole or in part over the short or weak lines shown in Group D of Circular No. 290, rates are to be determined as follows: Apply the rates applicable under scale above set forth plus an arbitrary of ten (10) cents per net ton which is to accrue solely to the short or weak line.

By order of the Commission:  
Effective November 10, 1928.  
Circular No. 292.

R. O. SELF,  
Clerk.



COTTON, OTHER THAN ABSORBENT, CARDED OR DYED, IN  
BALES, ANY QUANTITY  
(In Cents Per 100 Pounds)

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under.....	15	-----	160 miles and over 150.....	55	61
10 miles and over 5.....	17	24	170 miles and over 160.....	57	62
15 miles and over 10.....	19	26	180 miles and over 170.....	58	63
20 miles and over 15.....	21	28	190 miles and over 180.....	59	64
25 miles and over 20.....	23	30	200 miles and over 190.....	60	65
30 miles and over 25.....	25	32	210 miles and over 200.....	61	66
35 miles and over 30.....	27	34	220 miles and over 210.....	62	67
40 miles and over 35.....	29	36	230 miles and over 220.....	64	69
45 miles and over 40.....	31	38	240 miles and over 230.....	64	69
50 miles and over 45.....	33	40	250 miles and over 240.....	66	71
55 miles and over 50.....	34	41	260 miles and over 250.....	66	71
60 miles and over 55.....	35	42	270 miles and over 260.....	68	72
65 miles and over 60.....	36	42	280 miles and over 270.....	68	72
70 miles and over 65.....	37	43	300 miles and over 280.....	69	73
75 miles and over 70.....	38	44	320 miles and over 300.....	70	74
80 miles and over 75.....	39	45	340 miles and over 320.....	71	75
85 miles and over 80.....	40	46	360 miles and over 340.....	72	76
90 miles and over 85.....	41	47	370 miles and over 360.....	73	76
95 miles and over 90.....	42	48	380 miles and over 370.....	73	76
100 miles and over 95.....	43	49	400 miles and over 380.....	74	77
110 miles and over 100.....	45	51	420 miles and over 400.....	75	78
120 miles and over 110.....	47	53	440 miles and over 420.....	76	79
130 miles and over 120.....	49	55	460 miles and over 440.....	77	80
140 miles and over 130.....	51	57	480 miles and over 460.....	78	80
150 miles and over 140.....	53	59	500 miles and over 480.....	79	81

Rates applicable to all common carriers by rail within the State. (See Circular No. 290.)

In applying this scale of rates from point of origin within North Carolina to destinations within the State, rates so made shall in no case exceed rates from or to more distance interstate points, from or to which there are through published commodity rates and from or to which the intrastate origin or destination is directly intermediate and the movement is over a through route.

By order of the Commission:  
Effective July 20, 1929.

R. O. SELF,  
*Clerk.*

Circular No. 293.

Cancels Circular No. 280.



# MAXIMUM FREIGHT RATES ON IRON AND STEEL ARTICLES, VIZ.:

Scrap, not copper clad, loose or in packages, carload minimum weight 40,000 pounds (Rule 24 of Southern Classification No. 48, Agent E. H. Dulaney's I. C. C. No. 23, supplements thereto and reissues thereof, not to apply). Rates apply on scrap or pieces of iron or steel having value for remelting purposes only.

In Cents Per Ton of 2,000 Pounds

TABLE A

Applicable singly and jointly to common carriers as shown in Groups A, B, and C of Circular No. 290, also Louisville and Nashville Railroad and Abingdon Branch of the Norfolk & Western Railway.

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under-----	68	-----	150 miles and over 140-----	248	279
10 miles and over 5-----	79	115	160 miles and over 150-----	259	291
15 miles and over 10-----	90	126	180 miles and over 160-----	270	297
20 miles and over 15-----	102	138	200 miles and over 180-----	282	309
25 miles and over 20-----	113	149	220 miles and over 200-----	293	320
30 miles and over 25-----	113	149	240 miles and over 220-----	304	331
40 miles and over 30-----	124	160	260 miles and over 240-----	315	342
50 miles and over 40-----	135	171	280 miles and over 260-----	327	349
60 miles and over 50-----	147	183	300 miles and over 280-----	338	360
70 miles and over 60-----	158	189	320 miles and over 300-----	349	372
80 miles and over 70-----	169	201	340 miles and over 320-----	360	383
90 miles and over 80-----	180	212	360 miles and over 340-----	372	394
100 miles and over 90-----	192	223	380 miles and over 360-----	383	401
110 miles and over 100-----	203	234	400 miles and over 380-----	394	412
120 miles and over 110-----	214	246	420 miles and over 400-----	405	423
130 miles and over 120-----	225	257	440 miles and over 420-----	417	435
140 miles and over 130-----	237	268	460 miles and over 440-----	428	446

TABLE B

When the transportation is in whole or in part over the short or weak lines shown in Group D (except Louisville and Nashville Railroad and Abingdon Branch of the Norfolk & Western Railway—See Table A of Circular No. 290, rates are to be determined as follows:

Apply the rates applicable under scale above set forth plus an arbitrary of forty (40) cents per net ton which is to accrue solely to the short or weak line or lines.

By order of the Commission:

Effective August 1, 1929.

Circular No. 294.

R. O. SELF,  
Clerk.

# MAXIMUM FREIGHT RATES ON AGRICULTURAL IMPLEMENTS, C. L., VIZ.:

Agricultural implements rated sixth class in Southern Classification, with or without parts thereof, loose or in packages, and at the minimum weights provided in Southern Classification, straight or mixed carloads.

Agricultural implement parts rated sixth class in the Southern Classification, loose or in packages, and at the carload minimum weights provided in Southern Classification, straight or mixed carloads.

Agricultural implement parts, viz.: Ferrules, iron or steel, in straight carloads or in mixed carloads, with agricultural implement parts, C. L., minimum weight 36,000 pounds.

Rates in Cents Per 100 Pounds

TABLE "A"

Applicable to common carriers in Groups A, B, and C of Circular No. 290.

Distance	Single and Joint Line	Distance	Single and Joint Line
5 miles and under.....	12	190 miles and over 180.....	35
10 miles and over 5.....	13	200 miles and over 190.....	36
15 miles and over 10.....	13	210 miles and over 200.....	36
20 miles and over 15.....	14	220 miles and over 210.....	37
25 miles and over 20.....	15	230 miles and over 220.....	38
30 miles and over 25.....	16	240 miles and over 230.....	39
35 miles and over 30.....	17	260 miles and over 240.....	40
40 miles and over 35.....	18	280 miles and over 260.....	41
45 miles and over 40.....	19	300 miles and over 280.....	43
50 miles and over 45.....	20	320 miles and over 300.....	44
55 miles and over 50.....	20	340 miles and over 320.....	46
60 miles and over 55.....	21	360 miles and over 340.....	47
65 miles and over 60.....	22	380 miles and over 360.....	48
70 miles and over 65.....	23	400 miles and over 380.....	50
75 miles and over 70.....	24	420 miles and over 400.....	51
80 miles and over 75.....	25	440 miles and over 420.....	52
85 miles and over 80.....	25	460 miles and over 440.....	53
90 miles and over 85.....	26	480 miles and over 460.....	54
95 miles and over 90.....	26	500 miles and over 480.....	55
100 miles and over 95.....	27	520 miles and over 500.....	56
110 miles and over 100.....	28	540 miles and over 520.....	57
120 miles and over 110.....	29	560 miles and over 540.....	58
130 miles and over 120.....	30	580 miles and over 560.....	59
140 miles and over 130.....	31	600 miles and over 580.....	60
150 miles and over 140.....	32	620 miles and over 600.....	61
160 miles and over 150.....	33	640 miles and over 620.....	62
170 miles and over 160.....	34	660 miles and over 640.....	63
180 miles and over 170.....	34		

TABLE "B"

When the transportation is in whole or in part over the short or weak lines shown in Group D of Circular No. 290, rates are to be determined as follows: Apply the rate applicable under the scale above set forth plus the following arbitrary which is to accrue solely to the short or weak line or lines. Arbitrary: Five (5) cents per 100 pounds.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 295.

R. O. SELF,  
Clerk.



MAXIMUM FREIGHT RATES ON LOAM SOIL, MARL AND SAND,  
CARLOAD MINIMUM WEIGHT 60,000 POUNDS.

In Cents Per Net Ton of 2,000 Pounds.

TABLE A

Applicable singly and jointly to common carriers as shown in Groups A, B, and C of Circular No. 290.

Distance	Rate Single Line	Rate Joint Haul	Distances	Rate Single Line	Rate Joint Haul
5 miles and under.....	50	60	140 miles and over 120.....	140	160
10 miles and over 5.....	55	65	160 miles and over 140.....	150	170
15 miles and over 10.....	65	85	180 miles and over 160.....	150	170
20 miles and over 15.....	70	90	200 miles and over 180.....	160	180
25 miles and over 20.....	75	95	220 miles and over 200.....	170	190
30 miles and over 25.....	80	100	240 miles and over 220.....	170	190
35 miles and over 30.....	85	105	260 miles and over 240.....	180	200
40 miles and over 35.....	90	110	280 miles and over 260.....	180	200
45 miles and over 40.....	90	110	320 miles and over 280.....	190	200
50 miles and over 45.....	95	115	360 miles and over 320.....	200	200
55 miles and over 50.....	95	115	400 miles and over 360.....	210	210
60 miles and over 55.....	100	120	440 miles and over 400.....	215	215
65 miles and over 60.....	100	120	480 miles and over 440.....	220	220
70 miles and over 65.....	110	130	520 miles and over 480.....	225	225
80 miles and over 70.....	110	130	560 miles and over 520.....	230	230
90 miles and over 80.....	120	140	600 miles and over 560.....	235	235
100 miles and over 90.....	120	140	640 miles and over 600.....	240	240
120 miles and over 100.....	130	150	680 miles and over 640.....	245	245

TABLE B

When the transportation is in whole or in part over the short or weak lines shown in Group D of Circular No. 290, the rates are to be determined as follows: Apply the rates applicable under scale in Table "A" above plus an arbitrary of thirty (30) cents per net ton which shall accrue solely to the short or weak lines.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

Clerk.

Effective September 1, 1929.

Circular No. 296.

# MAXIMUM FREIGHT RATES ON NUTS, VIZ.: PEANUTS AND CHUFAS, PACKED IN BAGS, BOXES OR BARRELS, LESS THAN CARLOAD.

In Cents Per 100 Pounds.

Applicable singly and jointly to common carriers as shown in Groups A, B, C and D of Circular No. 290.

Distance	SINGLE LINE RATES				JOINT LINE RATES			
	Group A	Group B	Group C	Group D	Group A	Group B	Group C	Group D
5 miles and under	8½	8½	10½	17½	11½	11½	13	20½
10 miles and over 5	11½	11½	13	20½	14	14	16	23
15 miles and over 10	13	13	14	22	16	16	17	25
20 miles and over 15	14	14	16	23	17	17	18½	26
25 miles and over 20	16	16	17	25	18½	18½	20	27½
30 miles and over 25	17	17	18½	26	20	20	21½	29
35 miles and over 30	18½	18½	20	27½	21½	21½	22½	30½
40 miles and over 35	20	20	21½	29	22½	22½	24½	31½
45 miles and over 40	20	20	21½	29	22½	22½	24½	31½
50 miles and over 45	21½	21½	24½	30½	24½	24½	25	33½
60 miles and over 50	22½	22½	25	31½	25	25	27	34
70 miles and over 60	24½	24½	27	33½	27	27	28½	36
80 miles and over 70	25	25	28½	34	28½	28½	29½	37½
90 miles and over 80	27	27	28½	36	29½	29½	31	38½
95 miles and over 90	27	27	28½	36	29½	29½	31	38½
100 miles and over 95	28½	28½	29½	37½	31	31	33	40
110 miles and over 100	28½	28½	29½	37½	31	31	33	40
120 miles and over 110	29½	29½	29½	38½	33	33	34	42
130 miles and over 120	29½	29½	29½	38½	33	33	34	42
140 miles and over 130	31	31	31	40	34	34	35½	43
150 miles and over 140	31	31	31	40	34	34	35½	43
160 miles and over 150	34	34	34	43	36½	36½	38½	45½
170 miles and over 160	36½	36½	36½	45½	39½	39½	41	48½
180 miles and over 170	36½	36½	36½	45½	39½	39½	41	48½
190 miles and over 180	39½	39½	39½	48½	42½	42½	44	51½
210 miles and over 190	41	41	41	50	44	44	45	53
260 miles and over 210	42½	42½	42½	51½	45	45	47	54
340 miles and over 260	44	44	44	53	47	47	47½	56
360 miles and over 340	45	45	45	54	47½	47½	49½	56½
400 miles and over 360	47	47	47	56	49½	49½	51	58½
460 miles and over 400	47½	47½	47½	56½	51	51	52	60
500 miles and over 460	49½	49½	49½	58½	53½	53½	53½	62½
540 miles and over 500	51½	51½	51½	60½	55½	55½	55½	64½
580 miles and over 540	53½	53½	53½	62½	57½	57½	57½	66½
620 miles and over 580	55½	55½	55½	64½	59½	59½	59½	68½
660 miles and over 620	57½	57½	57½	66½	61½	61½	61½	70½

GROUP "A" RATES—Applicable to common carriers in Group A of Circular No. 290.

GROUP "B" RATES—Applicable to common carriers in Group B of Circular No. 290.

GROUP "C" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Group C Rates over Group A Rates shall accrue solely to Group C carrier or carriers.

GROUP "D" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of nine (9) cents in this Group over Group A Rates shall accrue solely to carriers in Group D of Circular No. 290.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 297.

Canceled June 10, 1930, by Supplement No. 1.

R. O. SELF,  
Clerk.



MAXIMUM FREIGHT RATES ON BARK, TAN, C. L., MINIMUM WEIGHT AS FOLLOWS: CARS OF 36 FEET IN LENGTH AND OVER—24,000 POUNDS; CARS UNDER 36 FEET IN LENGTH—20,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	3	4½	3½	5	6	7½
10 miles and over 5	4	5½	4	6	7	8½
15 miles and over 10	4½	6	4½	6½	7½	9
20 miles and over 15	5	6½	5	7	8	9½
25 miles and over 20	5½	7	6½	7	8½	10
30 miles and over 25	6½	7½	7	8	9½	10½
35 miles and over 30	6½	8	7	8½	9½	11
40 miles and over 35	6½	8½	7	9	9½	11½
45 miles and over 40	7	8½	7	9	10	11½
50 miles and over 45	7	8½	7	9	10	11½
55 miles and over 50	7½	9	8	9½	10½	12
60 miles and over 55	7½	9	8	9½	10½	12
65 miles and over 60	7½	9	8	9½	10½	12
70 miles and over 65	8	9½	9	10½	11	12½
75 miles and over 70	8	9½	9	10½	11	12½
80 miles and over 75	8	9½	9	10½	11	12½
85 miles and over 80	9	10½	9	11	12	13½
90 miles and over 85	9	10½	9	11	12	13½
95 miles and over 90	9	10½	9	11	12	13½
100 miles and over 95	9½	11	9½	11½	12½	14
110 miles and over 100	9½	11	9½	11½	12½	14
120 miles and over 110	10	11½	10	11½	13	14½
130 miles and over 120	10	11½	10	11½	13	14½
140 miles and over 130	10½	12	10½	12	13½	15
160 miles and over 140	11½	12½	11½	12½	14½	15½
180 miles and over 160	12	13	12	13	15	16
200 miles and over 180	12½	14	12½	14	15½	17
220 miles and over 200	13	14	13	14	16	17
250 miles and over 220	14	15	14	15	17	18
280 miles and over 250	14	15½	14	15½	17	18½
300 miles and over 280	15	16	15	16	18	19
320 miles and over 300	15	16½	15	16½	18	19½
340 miles and over 320	16	17½	16	17½	19	20½
360 miles and over 340	16½	18	16½	18	19½	21
380 miles and over 360	17	18½	17	18½	20	21½
400 miles and over 380	17½	19	17½	19	20½	22
420 miles and over 400	18½	20	18½	20	21½	23
440 miles and over 420	19	20	19	20	22	23
460 miles and over 440	19½	21	19½	21	22½	24
480 miles and over 460	20	21½	20	21½	23	24½
500 miles and over 480	20½	22	20½	22	23½	25
520 miles and over 500	21	22½	21	22½	24	25½
540 miles and over 520	21½	23	21½	23	24½	26
560 miles and over 540	22	23½	22	23½	25	26½
580 miles and over 560	22½	24	22½	24	25½	27
600 miles and over 580	23	24½	23	24½	26	27½
620 miles and over 600	23½	25	23½	25	26½	28
640 miles and over 620	24	25½	24	25½	27	28½
660 miles and over 640	24½	26	24½	26	27½	29

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of three (3) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 298.



MAXIMUM FREIGHT RATES ON SUGAR, BEET OR CANE, IN SINGLE BAGS COMPLYING WITH NOTE SHOWN UNDER SUGAR, BEET OR CANE OTHER THAN RAW, IN SOUTHERN CLASSIFICATION NO. 48, AGENT E. H. DULANEY'S I. C. C. NO. 23, SUPPLEMENTS THERETO AND REISSUES THEREOF. IN DOUBLE BAGS OR IN BARRELS OR BOXES AND RAW SUGAR IN CLOTH BAGS. CARLOAD MINIMUM WEIGHT 40,000 POUNDS.

In Cents Per 100 Pounds.

Distance	CARLOAD RATES		LESS CARLOAD RATES			
	SINGLE AND JOINT		SINGLE LINE		JOINT HAUL	
	Scale "A"	Scale "B"	Scale "A"	Scale "B"	Scale "A"	Scale "B"
5 miles and under.....	9	12	13	22	13	22
10 miles and over 5.....	10	13	13	22	14	23
15 miles and over 10.....	11	14	13	22	16	25
20 miles and over 15.....	11	14	14	23	17	26
25 miles and over 20.....	12	15	16	25	18½	27½
30 miles and over 25.....	13	16	17	26	20	29
35 miles and over 30.....	13	16	18½	27½	21½	30½
40 miles and over 35.....	14	17	20	29	22½	31½
45 miles and over 40.....	15	18	20	29	22½	31½
50 miles and over 45.....	15	18	21½	30½	24½	33½
55 miles and over 50.....	16	19	22½	31½	25	34
60 miles and over 55.....	17	20	22½	31½	25	34
65 miles and over 60.....	18	21	24½	33½	27	36
70 miles and over 65.....	18	21	24½	33½	27	36
75 miles and over 70.....	19	22	25	34	28½	37½
80 miles and over 75.....	19	22	25	34	28½	37½
85 miles and over 80.....	20	23	27	36	29½	38½
90 miles and over 85.....	20	23	27	36	29½	38½
95 miles and over 90.....	20	23	27	36	29½	38½
100 miles and over 95.....	21	24	28½	37½	31	40
110 miles and over 100.....	22	25	28½	37½	31	40
120 miles and over 110.....	23	26	29½	38½	33	42
130 miles and over 120.....	23	26	29½	38½	33	42
140 miles and over 130.....	24	27	31	40	34	43
150 miles and over 140.....	25	28	31	40	34	43
160 miles and over 150.....	26	29	34	43	36½	45½
170 miles and over 160.....	26	29	36½	45½	39½	48½
180 miles and over 170.....	27	30	36½	45½	39½	48½
190 miles and over 180.....	28	31	39½	48½	42½	51½
200 miles and over 190.....	28	31	41	50	44	53
210 miles and over 200.....	29	32	41	50	44	53
220 miles and over 210.....	29	32	42½	51½	45	54
230 miles and over 220.....	30	33	42½	51½	45	54
240 miles and over 230.....	30	33	42½	51½	45	54
260 miles and over 240.....	31	34	42½	51½	45	54
280 miles and over 260.....	32	35	44	53	47	56
300 miles and over 280.....	34	37	44	53	47	56
320 miles and over 300.....	35	38	44	53	47	56
340 miles and over 320.....	36	39	44	53	47	56
360 miles and over 340.....	37	40	45	54	47½	56½
380 miles and over 360.....	38	41	47	56	49½	58½
400 miles and over 380.....	39	42	47	56	49½	58½
420 miles and over 400.....	40	43	47½	56½	51	60
440 miles and over 420.....	41	44	47½	56½	51	60
460 miles and over 440.....	42	45	47½	56½	51	60
480 miles and over 460.....	42	45	49½	58½	53½	62½
500 miles and over 480.....	43	46	49½	58½	53½	62½
520 miles and over 500.....	44	47	49½	58½	53½	62½
540 miles and over 520.....	45	48	50½	59½	54½	63½

## Sugar Beet or Cane—Continued

Distance	CARLOAD RATES		LESS CARLOAD RATES			
	SINGLE AND JOINT		SINGLE LINE		JOINT HAUL	
	Scale "A"	Scale "B"	Scale "A"	Scale "B"	Scale "A"	Scale "B"
560 miles and over 540.....	46	49	50½	59½	54½	63½
580 miles and over 560.....	46	49	51	60	55	64
600 miles and over 580.....	47	50	51	60	55	64
620 miles and over 600.....	48	51	51	60	55	64
640 miles and over 620.....	49	52	51½	60½	55½	64½
660 miles and over 640.....	50	53	51½	60½	55½	64½

SCALE "A"—Applies singly and jointly to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of three (3) cents on carload shipments and nine (9) cents on less than carload shipments allowed in this scale over the rates in Scale "A" shall accrue solely to carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
Clerk.

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 299.

Supplement 1, June 10, 1930, cancels all *less than carload rates*.



MAXIMUM FREIGHT RATES ON BOXES, PAPER, SET UP, C. L.,  
MINIMUM WEIGHT 10,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	10½	14	11½	16	18½	22
10 miles and over 5.....	13	17	14	19½	21	25
15 miles and over 10.....	16	20	17	22	24	28
20 miles and over 15.....	18½	22½	20	25	26½	30½
25 miles and over 20.....	20	24½	21½	26	28	32½
30 miles and over 25.....	22½	27	25	29	30½	35
35 miles and over 30.....	24½	28½	27	30½	32½	36½
40 miles and over 35.....	25	29½	28½	31½	33	37½
45 miles and over 40.....	27	31	29½	33½	35	39
50 miles and over 45.....	28½	33	31	34	36½	41
55 miles and over 50.....	28½	33	31	34	36½	41
60 miles and over 55.....	29½	34	33	36	37½	42
65 miles and over 60.....	29½	34	33	36	37½	42
70 miles and over 65.....	29½	34	34	36	37½	42
80 miles and over 70.....	31	35½	34	37½	39	43½
85 miles and over 80.....	31	35½	34	37½	39	43½
90 miles and over 85.....	31	35½	35½	37½	39	43½
95 miles and over 90.....	33	36½	35½	38½	41	44½
100 miles and over 95.....	34	38½	35½	40	42	46½
110 miles and over 100.....	35½	39½	35½	42	43½	47½
120 miles and over 110.....	35½	39½	36½	42	43½	47½
140 miles and over 120.....	36½	41	36½	43	44½	49
150 miles and over 140.....	38½	42½	38½	44½	46½	50½
160 miles and over 150.....	41	45	41	47½	49	53
170 miles and over 160.....	42½	47	42½	48½	50½	55
180 miles and over 170.....	44	47½	44	50	52	55½
190 miles and over 180.....	45	49½	45	51½	53	57½
200 miles and over 190.....	47	51	47	53	55	59
210 miles and over 200.....	47½	52	47½	54	55½	60
220 miles and over 210.....	49½	53½	49½	56	57½	61½
230 miles and over 220.....	49½	53½	49½	56	57½	61½
240 miles and over 230.....	49½	53½	49½	56	57½	61½
250 miles and over 240.....	51	55½	51	56½	59	63½
260 miles and over 250.....	51	55½	51	56½	59	63½
270 miles and over 260.....	51	55½	51	56½	59	63½
280 miles and over 270.....	51	55½	51	56½	59	63½
300 miles and over 280.....	52	56½	52	58½	60	64½
320 miles and over 300.....	53½	58	53½	60	61½	66
340 miles and over 320.....	55½	59	55½	61	63½	67
360 miles and over 340.....	55½	59	55½	61	63½	67
380 miles and over 360.....	56½	61	56½	62½	64½	69
400 miles and over 380.....	56½	61	56½	62½	64½	69
420 miles and over 400.....	58	62	58	64½	66	70
440 miles and over 420.....	58	62	58	64½	66	70
460 miles and over 440.....	58	62	58	64½	66	70
480 miles and over 460.....	59	63½	59	65½	67	71½
500 miles and over 480.....	59	63½	59	65½	67	71½
520 miles and over 500.....	60	64½	60	65½	68	72½
540 miles and over 520.....	61	65½	61	65½	69	73½
560 miles and over 540.....	62	66½	62	66½	70	74½
580 miles and over 560.....	63	67½	63	67½	71	75½
600 miles and over 580.....	64	68½	64	68½	72	76½
620 miles and over 600.....	65	69½	65	69½	73	77½
640 miles and over 620.....	66	70½	66	70½	74	78½
660 miles and over 640.....	67	71½	67	71½	75	79½

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of eight (8) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 300.



MAXIMUM FREIGHT RATES ON BARRELS, EMPTY, WOODEN, C.  
L., MINIMUM WEIGHT 10,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	7	10½	8½	11½	13	16½
10 miles and over 5.....	8½	11½	10½	13	14½	17½
15 miles and over 10.....	10½	13	11½	14	16½	19
20 miles and over 15.....	11½	14	13	16	17½	20
25 miles and over 20.....	13	16	14	17	19	22
30 miles and over 25.....	14	17	16	18½	20	23
35 miles and over 30.....	14	17	16	18½	20	23
40 miles and over 35.....	16	18½	17	20	22	24½
45 miles and over 40.....	16	18½	17	20	22	24½
50 miles and over 45.....	17	20	18½	21½	23	26
55 miles and over 50.....	17	20	18½	21½	23	26
60 miles and over 55.....	18½	21½	20	22½	24½	27½
65 miles and over 60.....	18½	21½	20	22½	24½	27½
70 miles and over 65.....	20	22½	21½	24½	26	28½
75 miles and over 70.....	20	22½	21½	24½	26	28½
80 miles and over 75.....	21½	24½	22½	25	27½	30½
85 miles and over 80.....	21½	24½	24½	25	27½	30½
90 miles and over 85.....	21½	24½	24½	25	27½	30½
95 miles and over 90.....	22½	25	24½	27	28½	31
100 miles and over 95.....	22½	25	24½	27	28½	31
110 miles and over 100.....	22½	25	24½	27	28½	31
120 miles and over 110.....	24½	27	25	28½	30½	33
130 miles and over 120.....	24½	27	25	28½	30½	33
140 miles and over 130.....	25	28½	25	29½	31	34½
150 miles and over 140.....	25	28½	25	29½	31	34½
160 miles and over 150.....	27	29½	27	31	33	35½
170 miles and over 160.....	28½	31	28½	33	34½	37
180 miles and over 170.....	28½	31	28½	33	34½	37
190 miles and over 180.....	29½	33	29½	34	35½	39
200 miles and over 190.....	31	34	31	35½	37	40
210 miles and over 200.....	31	34	31	35½	37	40
220 miles and over 210.....	33	35½	33	36½	39	41½
230 miles and over 220.....	33	35½	33	36½	39	41½
240 miles and over 230.....	33	35½	33	36½	39	41½
250 miles and over 240.....	33	35½	33	36½	39	41½
260 miles and over 250.....	33	35½	33	36½	39	41½
280 miles and over 260.....	33	35½	33	36½	39	41½
300 miles and over 280.....	34	36½	34	38½	40	42½
320 miles and over 300.....	34	36½	34	38½	40	42½
340 miles and over 320.....	34	36½	34	38½	40	42½
360 miles and over 340.....	34	36½	34	38½	40	42½
380 miles and over 360.....	35½	38½	35½	39½	41½	44½
400 miles and over 380.....	35½	38½	35½	39½	41½	44½
420 miles and over 400.....	36½	39½	36½	41	42½	45½
440 miles and over 420.....	36½	39½	36½	41	42½	45½
460 miles and over 440.....	36½	39½	36½	41	42½	45½
480 miles and over 460.....	38½	41	38½	42	44½	47
500 miles and over 480.....	38½	41	38½	42	44½	47
520 miles and over 500.....	39½	42	39½	42	45½	48
540 miles and over 520.....	40½	43	40½	43	46½	49
560 miles and over 540.....	41½	44	41½	44	47½	50
580 miles and over 560.....	42½	45	42½	45	48½	51
600 miles and over 580.....	43½	46	43½	46	49½	52
620 miles and over 600.....	44½	47	44½	47	50½	53
640 miles and over 620.....	45½	48	45½	48	51½	54
660 miles and over 640.....	46½	49	46½	49	52½	55

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of six (6) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued August 1, 1929.

Circular No. 301.

Effective September 1, 1929.



MAXIMUM FREIGHT RATES ON SALT, COMMON (SODIUM CHLORIDE), IN PACKAGES, LESS CARLOAD; AND IN PACKAGES, IN BLOCKS, OR IN BULK, CARLOAD, MINIMUM WEIGHT 45,000 POUNDS.

In Cents Per 100 Pounds.

Distance	SCALE "A"				SCALE "B"				SCALE "C"			
	Single Line		Joint Haul		Single Line		Joint Haul		Single Line		Joint Haul	
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL
5 miles and under	5½	7	6½	8½	6	8	7	9	7½	10	8½	11½
10 miles and over	6	8	7	9	6½	8½	8	10½	8	11	9	12
15 miles and over	6½	8½	8	10½	7	9	8½	11	8½	11½	10	13½
20 miles and over	7	9	8½	11	8	10½	9	11½	9	12	10½	14
30 miles and over	8	10½	9½	12½	8½	11	10½	13½	10	13½	11½	15½
40 miles and over	8½	11	10	13	9½	12½	11	14½	10½	14	12	16
50 miles and over	9½	12½	11	14½	10½	13½	11½	15	11½	15½	13	17½
60 miles and over	10	13	11½	15	11	14½	11½	15	12	16	13½	18
70 miles and over	11	14½	12½	16½	11½	15	13	17	13	17½	14½	19½
80 miles and over	11½	15	12½	16½	12½	16½	13½	17½	13½	18	14½	19½
90 miles and over	12½	16½	13½	17½	13	17	14	18	14½	19½	15½	20½
100 miles and over	12½	16½	14½	19	13	17	15	19½	14½	19½	16½	22
110 miles and over	13½	17½	15	19½	13½	17½	16	21	15½	20½	17	22½
130 miles and over	14½	19	15½	20	14½	19	16	21	16½	22	17½	23
150 miles and over	15	19½	16½	21½	15	19½	17	22	17	22½	18½	24½
170 miles and over	15½	20	17	22½	15½	20	17½	23	17½	23	19	25½
190 miles and over	16½	21½	18	23½	16½	21½	18½	24	18½	24	20	26½
210 miles and over	17	22	18½	24	17	22	19½	25½	19	25	20½	27
230 miles and over	18	23½	19½	25½	18	23½	20	26	20	26½	21½	28½
250 miles and over	18½	24	20	26	18½	24	20½	26½	20½	27	22	29
270 miles and over	19½	25½	20½	26½	19½	25½	21½	28	21½	28½	22½	29½
280 miles and over	20	26	21½	28	20	26	22	28½	22	29	23½	31
300 miles and over	20½	26½	22	28½	20½	26½	22½	29½	22½	29½	24	31½
320 miles and over	21½	28	22½	29½	21½	28	23	30	23½	31	24½	32½
340 miles and over	22	28½	23½	30½	22	28½	24½	32	24	31½	25½	33½
360 miles and over	22½	29½	24	31½	22½	29½	25	32½	24½	32½	26	34½
380 miles and over	23½	30½	25	32½	23½	30½	25	32½	25½	33½	27	35½
400 miles and over	24	31½	25½	33	24	31½	26	34	26	34½	27½	36
420 miles and over	25	32½	26	34	25	32½	27	35	27	35½	28	37
440 miles and over	25½	33	27	35	25½	33	27½	36	27½	36	29	38
460 miles and over	26	34	28	36½	26	34	28½	37	28	37	30	39½
480 miles and over	27	35	28½	37	27	35	29	38	29	38	30½	40
500 miles and over	28	36½	29	38	28	36½	29½	38½	30	39½	31	41
540 miles and over	29	38	30	39	29	38	30	39	31	41	32	42
580 miles and over	30	39	31	40½	30	39	31	40½	32	42	33	43½
620 miles and over	31	40½	32	41½	31	40½	32	41½	33	43½	34	44½
660 miles and over	32	41½	33	43	32	41½	33	43	34	44½	35	46

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of two (2) cents on carload shipments and three (3) cents on less than carload shipments allowed in this scale over the rates in Scale "A" shall accrue solely to carriers in Group D of Circular No. 290.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Less than carload rates canceled June 10, 1930, by Supplement No. 1.

Circular No. 302.

R. O. SELF,  
Clerk.

MAXIMUM FREIGHT RATES ON BUILDING MATERIAL, C. L., VIZ.: BUILDING MATERIAL, WOODEN, CONSISTING ONLY OF THE FOLLOWING ARTICLES IN MIXED CARLOADS. (NOT APPLICABLE ON STRAIGHT OR MIXED CARLOADS OF BLINDS, DOORS AND SASH ONLY); WINDOW FRAMES, DOOR FRAMES, MOULDING, MANTELS (PLAIN), BALUSTERS, BASEBOARDS, CASINGS, PORCH NEWELS, COLUMNS, SCROLL WORK, STAIR WORK, WAINSCOTING, LUMBER, SHINGLES, LATHS, BLINDS, DOORS AND SASH (GLAZED OR UNGLAZED), C. L., MINIMUM WEIGHT 24,000 POUNDS.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	5½	6½	6	7	10½	11½
10 miles and over 5	6	7	6½	8	11	12
15 miles and over 10	6½	8	7	8½	11½	13
20 miles and over 15	7	8½	8	9	12	13½
25 miles and over 20	8	9½	8½	10½	13	14½
30 miles and over 25	8	9½	8½	10½	13	14½
35 miles and over 30	8½	10	9½	11	13½	15
40 miles and over 35	8½	10	9½	11	13½	15
50 miles and over 40	9½	11	10½	11½	14½	16
60 miles and over 50	10	11½	11	11½	15	16½
70 miles and over 60	11	12½	11½	13	16	17½
80 miles and over 70	11½	12½	12½	13½	16½	17½
90 miles and over 80	12½	13½	13	14	17½	18½
100 miles and over 90	12½	14½	13	15	17½	19½
110 miles and over 100	13½	15	13½	16	18½	20
130 miles and over 110	14½	15½	14½	16	19½	20½
150 miles and over 130	15	16½	15	17	20	21½
170 miles and over 150	15½	17	15½	17½	20½	22
190 miles and over 170	16½	18	16½	18½	21½	23
210 miles and over 190	17	18½	17	19½	22	23½
230 miles and over 210	18	19½	18	20	23	24½
250 miles and over 230	18½	20	18½	20½	23½	25
270 miles and over 250	19½	20½	19½	21½	24½	25½
280 miles and over 270	20	21½	20	22	25	26½
300 miles and over 280	20½	22	20½	22½	25½	27
320 miles and over 300	21½	22½	21½	23	26½	27½
340 miles and over 320	22	23½	22	24½	27	28½
360 miles and over 340	22½	24	22½	25	27½	29
380 miles and over 360	23½	25	23½	25	28½	30
400 miles and over 380	24	25½	24	26	29	30½
420 miles and over 400	25	26	25	27	30	31
440 miles and over 420	25½	27	25½	27½	30½	32
460 miles and over 440	26	28	26	28½	31	33
480 miles and over 460	27	28½	27	29	32	33½
500 miles and over 480	28	29	28	29½	33	34
520 miles and over 500	29	30	29	30	34	35
540 miles and over 520	30	31	30	31	35	36
560 miles and over 540	31	32	31	32	36	37
580 miles and over 560	32	33	32	33	37	38
600 miles and over 580	33	34	33	34	38	39
620 miles and over 600	34	35	34	35	39	40
640 miles and over 620	35	36	35	36	40	41
660 miles and over 640	36	37	36	37	41	42



SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of five (5) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 303.

R. O. SELF,  
*Clerk.*

MAXIMUM FREIGHT RATES ON TILE, VIZ.: TILE, ROOFING; TILE RIDGE ROOFING OR BORDER ROOFING, STRAIGHT OR MIXED, CARLOAD MINIMUM WEIGHT 30,000 POUNDS; TILE, BUILDING OR ROOFING, REINFORCED CONCRETE (BUILDING OR ROOFING SLABS), SOLID WITHOUT GLASS INSERTIONS, CARLOAD MINIMUM WEIGHT 50,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"	
	SINGLE AND JOINT LINE Carload	Less Carload	SINGLE AND JOINT LINE Carload	Less Carload
5 miles and under	4½	7	8½	13
10 miles and over 5	5	7½	9	13½
15 miles and over 10	5½	8½	9½	14½
20 miles and over 15	5½	8½	9½	14½
25 miles and over 20	6	9	10	15
30 miles and over 25	6	9	10	15
35 miles and over 30	6½	10	10½	16
40 miles and over 35	6½	10	10½	16
45 miles and over 40	7	10½	11	16½
50 miles and over 45	7	10½	11	16½
55 miles and over 50	7½	11½	11½	17½
60 miles and over 55	7½	11½	11½	17½
65 miles and over 60	8	12	12	18
70 miles and over 65	8	12	12	18
75 miles and over 70	8½	13	12½	19
80 miles and over 75	8½	13	12½	19
85 miles and over 80	9	13½	13	19½
90 miles and over 85	9	13½	13	19½
95 miles and over 90	9½	14½	13½	20½
100 miles and over 95	9½	14½	13½	20½
110 miles and over 100	10	15	14	21
120 miles and over 110	10½	16	14½	22
130 miles and over 120	11	16½	15	22½
140 miles and over 130	11½	17½	15½	23½
150 miles and over 140	12	18	16	24
160 miles and over 150	12	18	16	24
170 miles and over 160	12	18	16	24
180 miles and over 170	12½	19	16½	25
190 miles and over 180	13	19½	17	25½
200 miles and over 190	13	19½	17	25½
220 miles and over 200	13½	20½	17½	26½
240 miles and over 220	14	21	18	27
260 miles and over 240	14½	22	18½	27½
280 miles and over 260	15	22½	19	28½
300 miles and over 280	15½	23½	19½	29½
320 miles and over 300	16	24	20	30
340 miles and over 320	16½	25	20½	31
360 miles and over 340	17	25½	21	31½
380 miles and over 360	17½	26½	21½	32½
400 miles and over 380	18	27	22	33
420 miles and over 400	18½	28	22½	33
440 miles and over 420	19	28½	23	34½
460 miles and over 440	19½	29½	23½	35½
480 miles and over 460	20	30	24	36
500 miles and over 480	20½	31	24½	37
520 miles and over 500	21	31½	25	37½
540 miles and over 520	21½	32½	25½	38½
560 miles and over 540	22	33	26	39
580 miles and over 560	22½	34	26½	40
600 miles and over 580	23	34½	27	40½
620 miles and over 600	23½	35½	27½	41½
640 miles and over 620	24	36	28	42
660 miles and over 640	24½	37	28½	43



SCALE "A"—Applicable to common carriers in Groups A, B, and C, of Circular 290.

SCALE "B"—Applicable to common carriers in Group D of Circular 290. The artitreries of four (4) cents carload and six (6) cents less carload Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

*Clerk.*

Effective September 1, 1929.

Less than carload rates canceled June 10, 1930, by Supplement No. 1.  
Circular No. 304.

MAXIMUM FREIGHT RATES ON TOBACCO, MANUFACTURED, VIZ.: CIGARETTES RATED FIRST CLASS IN SOUTHERN CLASSIFICATION AS PER CONSOLIDATED FREIGHT CLASSIFICATION NO. 5, OR REISSUES THEREOF; SMOKING TOBACCO RATED FIRST CLASS IN SOUTHERN CLASSIFICATION AS PER CONSOLIDATED FREIGHT CLASSIFICATION NO. 5, OR REISSUES THEREOF.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	14	20	16	22½	31	37
10 miles and over 5	18½	24½	20	27	35½	41½
15 miles and over 10	21½	27	24½	29½	38½	44
20 miles and over 15	25	31	28½	34	42	48
25 miles and over 20	28½	34	31	36½	45½	51
30 miles and over 25	33	38½	35½	41	50	55½
35 miles and over 30	35½	41	39½	44	52½	58
40 miles and over 35	36½	42½	41	45	53½	59½
45 miles and over 40	38½	44	42½	47	55½	61
50 miles and over 45	39½	45	44	47½	56½	62
55 miles and over 50	41	47	45	49½	58	64
60 miles and over 55	42½	47½	47	51	59½	64½
65 miles and over 60	44	49½	47½	52	61	66½
70 miles and over 65	45	51	49½	53½	62	68
75 miles and over 70	47	52	51	55½	64	69
80 miles and over 75	47½	53½	52	56½	64½	70½
85 miles and over 80	49½	55½	52	58	66½	72½
90 miles and over 85	51	56½	53½	59	68	73½
95 miles and over 90	52	58	53½	61	69	75
100 miles and over 95	53½	59	55½	62	70½	76
110 miles and over 100	56½	62	56½	65	73½	79
120 miles and over 110	59	65	59	67½	76	82
130 miles and over 120	62	67½	62	70	79	84½
140 miles and over 130	63½	69½	63½	72	80½	86½
150 miles and over 140	66½	72	66½	74½	83½	89
160 miles and over 150	67½	73½	67½	76	84½	90½
170 miles and over 160	69½	74½	69½	78	86½	91½
180 miles and over 170	70	76	70	79	87	93
190 miles and over 180	72	78	72	80½	89	95
200 miles and over 190	73½	79	73½	81½	90½	96
210 miles and over 200	74½	80½	74½	83½	91½	97½
220 miles and over 210	76	81½	76	84½	93	98½
230 miles and over 220	76	81½	76	84½	93	98½
240 miles and over 230	78	83½	78	86	95	100½
250 miles and over 240	78	83½	78	86	95	100½
260 miles and over 250	78	83½	78	86	95	100½
270 miles and over 260	79	84½	79	87½	96	101½
280 miles and over 270	79	84½	79	87½	96	101½
300 miles and over 280	80½	86	80½	89	97½	103
320 miles and over 300	81½	87½	81½	90	98½	104½
340 miles and over 320	83½	89	83½	92	100½	106
360 miles and over 340	83½	89	83½	92	100½	106
380 miles and over 360	84½	90	84½	92½	101½	107
400 miles and over 380	86	92	86	94½	103	109
420 miles and over 400	87½	92½	87½	96	104½	109½
440 miles and over 420	87½	92½	87½	96	104½	109½
460 miles and over 440	89	94½	89	97	106	111½
480 miles and over 460	89	94½	89	97	106	111½
500 miles and over 480	90	96	90	97	107	113
520 miles and over 500	91½	97½	91½	97½	108½	114½
540 miles and over 520	93	99	93	99	110	116



## Rates on Tobacco—Continued

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Hau
560 miles and over 540-----	94½	100½	94½	100½	111½	117½
580 miles and over 560-----	96	102	96	102	113	119
600 miles and over 580-----	97½	103½	97½	103½	114½	120½
620 miles and over 600-----	99	105	99	105	116	122
640 miles and over 620-----	100½	106½	100½	106½	117½	123½
660 miles and over 640-----	102	108	102	108	119	125

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of seventeen (17) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 305.

R. O. SELF,  
Clerk.

MAXIMUM FREIGHT RATES ON COTTON SWEEPINGS, MOTES, ETC., VIZ.: COTTON CARD STRIPPINGS, COTTON NOILS (COTTON COMBINGS OR COMBER WASTE) COTTON SPINNERS, COTTON ROVINGS WASTE GARNETTED COTTON STOCK, COTTON MOTES, COTTON GIN FLUE CLEANINGS OR SWEEPINGS (COTTON REFUSE FROM COTTON GIN FLUES, COTTON SPINNING FACTORIES, COTTON KNITTING MILLS OR COTTON SEED OIL MILLS) AND COTTON CLIPPINGS (COTTON OR KNIT GOOD SCRAPS) IN BALES, ANY QUANTITY.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	6	8½	6	10½	13½	16
10 miles and over 5	7	10½	8½	11½	14½	18
15 miles and over 10	8½	11½	10½	13	16	19
20 miles and over 15	10½	13	11½	14	18	20½
25 miles and over 20	11½	14	13	16	19	21½
30 miles and over 25	11½	14	13	16	19	21½
35 miles and over 30	13	16	14	17	20½	23½
40 miles and over 35	13	16	14	17	20½	23½
45 miles and over 40	14	17	16	18½	21½	24½
50 miles and over 45	14	17	16	18½	21½	24½
55 miles and over 50	16	18½	17	20	23½	26
60 miles and over 55	16	18½	17	20	23½	26
65 miles and over 60	17	20	18½	21½	24½	27½
70 miles and over 65	17	20	18½	21½	24½	27½
75 miles and over 70	17	20	18½	21½	24½	27½
80 miles and over 75	18½	21½	20	22½	26	29
85 miles and over 80	18½	21½	20	22½	26	29
90 miles and over 85	18½	21½	20	22½	26	29
95 miles and over 90	20	22½	20	24½	27½	30
100 miles and over 95	20	22½	21½	24½	27½	30
110 miles and over 100	20	22½	21½	24½	27½	30
120 miles and over 110	21½	24½	21½	25	29	32
130 miles and over 120	21½	24½	21½	25	29	32
140 miles and over 130	22½	25	22½	27	30	32½
150 miles and over 140	22½	25	22½	27	30	32½
160 miles and over 150	22½	25	22½	27	30	32½
170 miles and over 160	24½	27	24½	28½	32	34½
180 miles and over 170	24½	27	24½	28½	32	34½
190 miles and over 180	24½	27	24½	28½	32	34½
200 miles and over 190	24½	27	24½	28½	32	34½
210 miles and over 200	24½	27	24½	28½	32	34½
220 miles and over 210	25	28½	25	29½	32½	36
230 miles and over 220	25	28½	25	29½	32½	36
240 miles and over 230	27	29½	27	31	34½	37
250 miles and over 240	27	29½	27	31	34½	37
260 miles and over 250	28½	31	28½	33	36	38½
270 miles and over 260	28½	31	28½	33	36	38½
280 miles and over 270	28½	31	28½	33	36	38½
300 miles and over 280	29½	33	29½	34	37	40½
320 miles and over 300	29½	33	29½	34	37	40½
340 miles and over 320	29½	33	29½	34	37	40½
360 miles and over 340	29½	33	29½	34	37	40½
380 miles and over 360	31	34	31	35½	38½	41½
400 miles and over 380	31	34	31	35½	38½	41½
420 miles and over 400	31	34	31	35½	38½	41½
440 miles and over 420	31	34	31	35½	38½	41½
460 miles and over 440	33	35½	33	36½	40½	43
480 miles and over 460	33	35½	33	36½	40½	43
500 miles and over 480	34	36½	34	36½	41½	44



## Rate on Cotton Sweepings, etc.—Continued

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
520 miles and over 500.....	35	37½	35	37½	42½	45
540 miles and over 520.....	36	38½	36	38½	43½	46
560 miles and over 540.....	37	39½	37	39½	44½	47
580 miles and over 560.....	38	40½	38	40½	45½	48
600 miles and over 580.....	39	41½	39	41½	46½	49
620 miles and over 600.....	40	42½	40	42½	47½	50
640 miles and over 620.....	41	43½	41	43½	48½	51
660 miles and over 640.....	42	44½	42	44½	49½	52

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of seven and one-half (7½) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 306.

R. O. SELF,  
Clerk.

MAXIMUM FREIGHT RATES ON FRUIT, FRESH, VIZ.: CANTALOUPE, MUSKMELONS, CITRONS, WATERMELONS OR MELONS, N. O. I. B. N., LOOSE OR IN PACKAGES, CARLOAD MINIMUM WEIGHT 20,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
5 miles and under	5½	6½	6	7	10½	11½
10 miles and over 5	6	7	6½	8	11	12
15 miles and over 10	6½	8	7	8½	11½	13
20 miles and over 15	7	8½	8	9	12	13½
30 miles and over 20	8	9½	8½	10½	13	14½
40 miles and over 30	8½	10	9½	11	13½	15
50 miles and over 40	9½	11	10½	11½	14½	16
60 miles and over 50	10	11½	11	11½	15	16½
70 miles and over 60	11	12½	11½	13	16	17½
80 miles and over 70	11½	12½	12½	13½	16½	17½
90 miles and over 80	12½	13½	13	14	17½	18½
100 miles and over 90	12½	14½	13	15	17½	19½
110 miles and over 100	13½	15	13½	16	18½	20
130 miles and over 110	14½	15½	14½	16	19½	20½
150 miles and over 130	15	16½	15	17	20	21½
170 miles and over 150	15½	17	15½	17½	20½	22
190 miles and over 170	16½	18	16½	18½	21½	23
210 miles and over 190	17	18½	17	19½	22	23½
230 miles and over 210	18	18½	18	20	23	23½
250 miles and over 230	18½	20	18½	20½	23½	25
270 miles and over 250	19½	20½	19½	21½	24½	25½
280 miles and over 270	20	21½	20	22	25	26½
300 miles and over 280	20½	22	20½	22½	25½	27
320 miles and over 300	21½	22½	21½	23	26½	27½
340 miles and over 320	22	23½	22	24½	27	28½
360 miles and over 340	22½	24	22½	25	27½	29
380 miles and over 360	23½	25	23½	25	28½	30
400 miles and over 380	24	25½	24	26	29	30½
420 miles and over 400	25	26	25	27	30	31
440 miles and over 420	25½	27	25½	27½	30½	32
460 miles and over 440	26	28	26	28½	31	33
480 miles and over 460	27	28½	27	29	32	33½
500 miles and over 480	28	29	28	29	33	34
540 miles and over 500	29	30	29	30	34	35
580 miles and over 540	30	31	30	31	35	36
620 miles and over 580	31	32	31	32	36	37
660 miles and over 620	32	33	32	33	37	38

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the line or lines in Group C.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of five (5) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
Clerk.

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 307.



MAXIMUM FREIGHT RATES ON COTTON AND KNITTING FACTORY PRODUCTS, VIZ.: COTTON FACTORY PRODUCTS, IN THE ORIGINAL PIECE, MADE WHOLLY OF COTTON, IN BALES OWNERS' RISK OF CHAFING, OR PACKED IN ROLLS COVERED WITH BURLAP, OR IN BOXES, VIZ.: BACKBANDS MADE OF COTTON WEBBING, CALICOS, CAMBRICS, GLAZED; COTTON FLANNELS, PLAIN OR DYED; CANVAS, COTTONADES, CHECKS, DOMESTIC; CHEVIOTS, DOMESTIC; COTTON BAGS, COTTON BAGGING (INCLUDING BROWN COTTON BAGGING), COTTON BATH MATS, COTTON TOWELS, COTTON WASTE, CRASH, LINEN OR COTTON; DENIMS, DRILLS, DUCK, GINGHAMS, OSNABURGS, PLAIDS, ROPE, SACK MATERIAL, SHEETINGS, BLEACHED OR BROWN; SHIRTING, SILESIA, STRIPES, DOMESTIC; TEASLE CLOTH, TICKINGS, TWINE, WARP, WEBBING, BACKBAND; WICKING: YARN, COTTON, ON BEAMS, WRAPPED, OWNER'S RISK OF DAMAGE TO BEAM HEADS, AND SO STATED IN BILL OF LADING: YARN, COTTON, IN BALES OR BOXES OR ON BEAMS WRAPPED AND IN BOXES OR CRATES: FELTS, COTTON (NOT BATTING), IN BALES: HOSIERY, COTTON: KNITTING FACTORY PRODUCTS, MADE WHOLLY OF COTTON, IN BALES, OWNER'S RISK OF CHAFING, OR IN BOXES WHEN SPECIFIC NAME OF ARTICLE AND SHIPPERS' NAME ARE PLAINLY MARKED ON OUTSIDE OF PACKAGE AND STATED IN BILL OF LADING: TWINE, JUTE, PACKED. ANY QUANTITY.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	8½	11½	10½	13	21	24
10 miles and over 5	11½	14	13	16	24	26½
15 miles and over 10	13	16	14	17	25½	28½
20 miles and over 15	14	17	16	18½	26½	29½
25 miles and over 20	16	18½	17	20	28½	31
30 miles and over 25	17	20	18½	21½	29½	32½
35 miles and over 30	18½	21½	20	22½	31	34
40 miles and over 35	20	22½	21½	24½	32½	35
45 miles and over 40	20	22½	21½	24½	32½	35
50 miles and over 45	21½	24½	24½	25	34	37
55 miles and over 50	22½	25	25	27	35	37½
60 miles and over 55	22½	25	25	27	35	37½
65 miles and over 60	24½	27	27	28½	37	39½
70 miles and over 65	24½	27	27	28½	37	39½
75 miles and over 70	25	28½	28½	29½	37½	41
80 miles and over 75	25	28½	28½	29½	37½	41
85 miles and over 80	27	29½	28½	31	39½	42
90 miles and over 85	27	29½	28½	31	39½	42
95 miles and over 90	27	29½	28½	31	39½	42
100 miles and over 95	28½	31	29½	33	41	43½
110 miles and over 100	28½	31	29½	33	41	43½
120 miles and over 110	29½	33	29½	34	42	45½
130 miles and over 120	29½	33	29½	34	42	45½
140 miles and over 130	31	34	31	35½	43½	46½
150 miles and over 140	31	34	31	35½	43½	46½
160 miles and over 150	34	36½	34	38½	46½	49
170 miles and over 160	36½	39½	36½	41	49	52
180 miles and over 170	36½	39½	36½	41	49	52
190 miles and over 180	39½	42½	39½	44	52	55
200 miles and over 190	41	44	41	45	53½	56½
210 miles and over 200	41	44	41	45	53½	56½
220 miles and over 210	42½	45	42½	47	55	57½
240 miles and over 220	42½	45	42½	47	55	57½

## Rates on Cotton and Knitting Factory Products—Continued

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
260 miles and over 240.....	42½	45	42½	47	55	57½
280 miles and over 260.....	44	47	44	47½	56½	59½
300 miles and over 280.....	44	47	44	47½	56½	59½
320 miles and over 300.....	44	47	44	47½	56½	59½
340 miles and over 320.....	44	47	44	47½	56½	59½
360 miles and over 340.....	45	47½	45	49½	57½	60
380 miles and over 360.....	47	49½	47	51	59½	62
400 miles and over 380.....	47	49½	47	51	59½	62
420 miles and over 400.....	47½	51	47½	52	60	63½
440 miles and over 420.....	47½	51	47½	52	60	63½
460 miles and over 440.....	47½	51	47½	52	60	63½
480 miles and over 460.....	49½	53½	49½	53½	62	66
500 miles and over 480.....	49½	53½	49½	53½	62	66
520 miles and over 500.....	51	55	51	55	63½	67½
540 miles and over 520.....	52½	56½	52½	56½	65	69
560 miles and over 540.....	54	58	54	58	66½	70½
580 miles and over 560.....	55½	59½	55½	59½	68	72
600 miles and over 580.....	57	61	57	61	69½	73½
620 miles and over 600.....	58½	62½	58½	62½	71	75
640 miles and over 620.....	60	64	60	64	72½	76½
660 miles and over 640.....	61½	65½	61½	65½	74	78

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of twelve (12½) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 308.

R. O. SELF,  
Clerk.



MAXIMUM FREIGHT RATES ON NAVAL STORES AND COAL TAR, VIZ.: PITCH, N. O. S., IN BARRELS OR CASKS, CARLOAD MINIMUM WEIGHT 40,000 POUNDS; ROSIN AND ROSIN DROSS, IN BARRELS, CARLOAD MINIMUM WEIGHT 36,000 POUNDS; TAR, COAL, IN TANK CARS, MINIMUM WEIGHT CAPACITY OF TANK TO BE CHARGED FOR AT ESTIMATED WEIGHT OF 8½ POUNDS PER GALLON; AND TAR, PINE, CARLOAD MINIMUM WEIGHT 40,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
5 miles and under	4½	6	4½	6½	7	8½
10 miles and over 5	6	7	6½	8	8½	9½
15 miles and over 10	6½	8	7½	8½	9	10½
20 miles and over 15	7	8½	8	9	9½	11
25 miles and over 20	8	9	8½	10½	10½	11½
35 miles and over 25	8½	10½	9	11	11	13
50 miles and over 35	9	11	10½	11½	11½	13½
65 miles and over 50	10½	11½	11	11½	13	14
80 miles and over 65	11	11½	11½	13	13½	14
100 miles and over 80	11½	13	11½	13½	14	15½
120 miles and over 100	11½	13½	13	14	14	16
150 miles and over 120	13	14	13	15	15½	16½
170 miles and over 150	13½	15	13½	16	16	17½
190 miles and over 170	14	16	14	16	16½	18½
210 miles and over 190	15	16	15	17	17½	18½
230 miles and over 210	16	17	16	17½	18½	19½
250 miles and over 230	16	17½	16	18½	18½	20
270 miles and over 250	17	18½	17	19½	19½	21
280 miles and over 270	17½	19½	17½	20	20	22
300 miles and over 280	18½	20	18½	20½	21	22½
340 miles and over 300	20	21½	20	22	22½	24
380 miles and over 340	21½	22½	21½	23	24	25
420 miles and over 380	22½	24½	22½	25	25	27
460 miles and over 420	24½	25	24½	26	27	27½
500 miles and over 460	25	27	25	27½	27½	29½
540 miles and over 500	26	28	26	28	28½	30½
580 miles and over 540	27	29	27	29	29½	31½
620 miles and over 580	28	30	28	30	30½	32½
660 miles and over 620	29	31	29	31	31½	33½

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue solely to the line or lines in Group C.

SCALE "C" RATES—Applicable to common carriers named in Group D of Circular No. 290. The arbitrary of two and one-half (2½) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
Clerk.

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 309.

MAXIMUM FREIGHT RATES ON EXCELSIOR, WOOD, PRESSED  
IN BALES, C. L., MINIMUM WEIGHT 20,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and ounder.....	6	7	6½	7½	12	13
10 miles and over 5.....	6½	7½	7	9	12½	13½
15 miles and over 10.....	7	9	7½	9½	13	15
20 miles and over 15.....	7½	9½	9	10	13½	15½
25 miles and over 20.....	9	10	9½	11½	15	16
30 miles and over 25.....	9	10	9½	11½	15	16
35 miles and over 30.....	9½	11	10½	12	15½	17
40 miles and over 35.....	9½	11	10½	12	15½	17
50 miles and over 40.....	10	12	11½	12½	16	18
60 miles and over 50.....	11	12½	12	12½	17	18½
70 miles and over 60.....	12	13½	12½	14½	18	19½
80 miles and over 70.....	12½	14	14	15	18½	20
90 miles and over 80.....	13½	15	14½	15½	19½	21
100 miles and over 90.....	14	14½	14½	16½	20	21½
110 miles and over 100.....	15	16	15	17½	21	22
120 miles and over 110.....	15½	17	15½	17½	21½	23
130 miles and over 120.....	15½	17	15½	17½	21½	23
140 miles and over 130.....	16	18	16	18½	22	24
150 miles and over 140.....	16	18	16	18½	22	24
160 miles and over 150.....	17	18½	17	19½	23	24½
170 miles and over 160.....	17	18½	17	19½	23	24½
180 miles and over 170.....	18	19½	18	20½	24	25½
190 miles and over 180.....	18	19½	18	20½	24	25½
200 miles and over 190.....	18½	20	18½	21½	24½	26
210 miles and over 200.....	18½	20	18½	21½	24½	26
220 miles and over 210.....	19½	21	19½	22	25½	27
230 miles and over 220.....	19½	21	19½	22	25½	27
240 miles and over 230.....	20	21½	20	22½	26	27½
250 miles and over 240.....	20	21½	20	22½	26	27½
260 miles and over 250.....	21	22½	21	23½	27	28½
270 miles and over 260.....	21	22½	21	23½	27	28½
280 miles and over 270.....	21½	23½	21½	24	27½	29½
300 miles and over 280.....	22½	24	22½	25	28½	30
320 miles and over 300.....	23½	25	23½	25½	29½	31
340 miles and over 320.....	24	26	24	27	30	32
360 miles and over 340.....	25	26	25	27½	31	32
380 miles and over 360.....	26	27	26	27½	32	33
400 miles and over 380.....	26	28	26	28½	32	34
420 miles and over 400.....	27	28½	27	29½	33	34½
440 miles and over 420.....	28	29½	28	30½	34	35½
460 miles and over 440.....	28½	30½	28½	31½	34½	36½
480 miles and over 460.....	29½	31	29½	32	35½	37
500 miles and over 480.....	30½	32	30½	32	36½	38
520 miles and over 500.....	31½	33	31½	33	37½	39
540 miles and over 520.....	32½	34	32½	34	38½	40
560 miles and over 540.....	33½	35	33½	35	39½	41
580 miles and over 560.....	34½	36	34½	36	40½	42
600 miles and over 580.....	35½	37	35½	37	41½	43
620 miles and over 600.....	36½	38	36½	38	42½	44
640 miles and over 620.....	37½	39	37½	39	43½	45
660 miles and over 640.....	38½	40	38½	40	44½	46



SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of six (6) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

*Clerk.*

Effective September 1, 1929.

Circular No. 310.

Canceled by Supplement No. 1, effective July 1, 1930.

Circular No. 310, containing maximum freight rates on Excelsior, Wood, pressed in bales, C. L. minimum weight 20,000 pounds, is hereby canceled. In future apply Southern Classification and Exception Sheet ratings and class rates.

By order of the Commission:

R. O. SELF,

Issued May 21, 1930.

*Clerk.*

Effective July 1, 1930.

Supplement No. 1 to Circular No. 310. (Cancels Circular No. 310.)

MAXIMUM FREIGHT RATES ON FURNITURE, LESS CARLOAD, VIZ.: BEDSTEADS, K. D., ALL KINDS; DRESSERS, CHIFFO-ROBES, CHIFFONIERS, COTS, K. D., OR FOLDED; CRIBS, K. D., OR FOLDED; DESKS AND SEATS, SCHOOL, S. U., OR FOLDED; TABLES, K. D., FLAT; TABLE LEGS, SLIDES, LEAVES AND SUPPORTS; WARDROBES, K. D.; MATTRESSES: COTTON, EXCELSIOR, FIBER, SHODDY, SHUCK OR STRAW; SPRINGS: BED AND FURNITURE, COMPRESSED IN BARRELS OR BOXES; SPRINGS, BED, SPIRAL OR COIL, COMPRESSED AND CRATED; SUBJECT TO PACKING REQUIREMENT OF SOUTHERN CLASSIFICATION.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	11½	16	13	17½	25½	30
10 miles and over 5	16	20	17	22	30	34
15 miles and over 10	18½	22½	20	25	32½	36½
20 miles and over 15	22½	27	25	29	36½	41
25 miles and over 20	25	29½	28½	31	39	43½
30 miles and over 25	28½	33	31	34	42½	47
35 miles and over 30	29½	34	34	36	43½	48
40 miles and over 35	31	35½	34	37½	45	49½
45 miles and over 40	33	36½	35½	38½	47	50½
50 miles and over 45	34	38½	36½	40	48	52½
55 miles and over 50	35½	39½	39½	42	49½	53½
60 miles and over 55	36½	41	39½	43	50½	55
65 miles and over 60	38½	42½	42	44½	52½	56½
70 miles and over 65	39½	44	44	45½	53½	58
75 miles and over 70	41	45	45	47½	55	59
80 miles and over 75	42½	47	45	48½	56½	61
85 miles and over 80	42½	47	45	48½	56½	61
90 miles and over 85	44½	47½	47	50	58½	61½
95 miles and over 90	44½	47½	47	50	58½	61½
100 miles and over 95	45	49½	47½	51½	59	63½
110 miles and over 100	47	51	47½	53	61	65
120 miles and over 110	47½	52	47½	54	61½	66
130 miles and over 120	49½	53½	49½	56	63½	67½
140 miles and over 130	51	55½	51	56½	65	69½
150 miles and over 140	52	56½	52	58½	66	70½
160 miles and over 150	55½	59	55½	61	69½	73
170 miles and over 160	56½	61	56½	62½	70½	75
180 miles and over 170	58	62	58	64½	72	76
190 miles and over 180	59	63½	59	65½	73	77½
200 miles and over 190	61	65	61	67	75	79
210 miles and over 200	62	66½	62	68	76	80½
220 miles and over 210	63½	67½	63½	70	77½	81½
230 miles and over 220	63½	67½	63½	70	77½	81½
240 miles and over 230	63½	67½	63½	70	77½	81½
250 miles and over 240	63½	67½	63½	70	77½	81½
260 miles and over 250	63½	67½	63½	70	77½	81½
270 miles and over 260	65	69½	65	71	79	83½
280 miles and over 270	65	69½	65	71	79	83½
300 miles and over 280	66½	70	66½	72½	80½	84
320 miles and over 300	67½	72	67½	74	81½	86
340 miles and over 320	69½	73½	69½	75½	83½	87½
360 miles and over 340	69½	73½	69½	75½	83½	87½
380 miles and over 360	70	74½	70	76½	84	88½
400 miles and over 380	70	74½	70	76½	84	88½
420 miles and over 400	72	76	72	78½	86	90
440 miles and over 420	72	76	72	78½	86	90
460 miles and over 440	73½	78	73½	79	87½	92



Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
480 miles and over 460-----	73½	78	73½	79	87½	92
500 miles and over 480-----	74½	79	74½	79	88½	93
520 miles and over 500-----	76	80½	76	80½	90	94½
540 miles and over 520-----	77½	82	77½	82	91½	96
560 miles and over 540-----	79	83½	79	83½	93	97½
580 miles and over 560-----	80½	85	80½	85	94½	99
600 miles and over 580-----	82	86½	82	86½	96	100½
620 miles and over 600-----	83½	88	83½	88	97½	102
640 miles and over 620-----	85	89½	85	89½	99	103½
660 miles and over 640-----	86½	91	86½	91	100½	105

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of fourteen (14) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 311.

Canceled June 10, 1930, by Supplement No. 1.

R. O. SELF,

Clerk.

MAXIMUM FREIGHT RATES ON FURNITURE AND FURNITURE PARTS, FINISHED OR IN THE WHITE, RATED FOURTH CLASS OR HIGHER, CARLOAD, IN SOUTHERN CLASSIFICATION, IN STRAIGHT OR MIXED CARLOADS, SUBJECT TO MINIMUM WEIGHTS AS PROVIDED IN SOUTHERN CLASSIFICATION, BUT NOT TO EXCEED 12,000 POUNDS, SUBJECT TO RULE 34 OF SOUTHERN CLASSIFICATION.

In Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
5 miles and under	10½	14	11½	16	21½	25
10 miles and over 5	13	17	14	19½	24	28
15 miles and over 10	16	20	17	22	27	31
20 miles and over 15	18½	22½	20	25	29½	33½
25 miles and over 20	20	24½	21½	26	31	35½
30 miles and over 25	22½	27	25	29	33½	38
35 miles and over 30	24½	28½	27	30½	35½	39½
40 miles and over 35	25	29½	28½	31½	36	40½
45 miles and over 40	27	31	29½	33½	38	42
50 miles and over 45	28½	33	31	34	39½	44
55 miles and over 50	28½	33	31	34	39½	44
60 miles and over 55	29½	34	33	36	40½	45
65 miles and over 60	29½	34	33	36	40½	45
70 miles and over 65	29½	34	34	36	40½	45
75 miles and over 70	31	36½	34	37½	42	46½
80 miles and over 75	31	36½	34	37½	42	46½
85 miles and over 80	31	36½	34	37½	42	46½
90 miles and over 85	31	36½	35½	37½	42	46½
95 miles and over 90	33	36½	35½	38½	44	47½
100 miles and over 95	34	38½	35½	40	45	49½
110 miles and over 100	35½	39½	35½	42	46½	50½
120 miles and over 110	35½	39½	36½	42	46½	50½
130 miles and over 120	36½	41	36½	43	47½	52
140 miles and over 130	36½	41	36½	43	47½	52
150 miles and over 140	38½	42½	38½	44½	49½	53½
160 miles and over 150	41	45	41	47½	52	56
170 miles and over 160	42½	47	42½	48½	53½	58
180 miles and over 170	44	47½	44	50	55	58½
190 miles and over 180	45	49½	45	51½	56	60½
200 miles and over 190	47	51	47	53	58	62
210 miles and over 200	47½	52	47½	54	58½	63
220 miles and over 210	49½	53½	49½	56	60½	64½
230 miles and over 220	49½	53½	49½	56	60½	64½
240 miles and over 230	49½	53½	49½	56	60½	64½
250 miles and over 240	51	55½	51	56½	62	66½
260 miles and over 250	51	55½	51	56½	62	66½
270 miles and over 260	51	55½	51	56½	62	66½
280 miles and over 270	51	55½	51	56½	62	66½
300 miles and over 280	52	56½	52	58½	63	67½
320 miles and over 300	53½	58	53½	60	64½	69
340 miles and over 320	55½	59	55½	61	66½	70
360 miles and over 340	55½	59	55½	61	66½	70
380 miles and over 360	56½	61	56½	62½	67½	72
400 miles and over 380	56½	61	56½	62½	67½	72
420 miles and over 400	58	62	58	64½	69	73
440 miles and over 420	58	62	58	64½	69	73
460 miles and over 440	58	62	58	64½	69	73
480 miles and over 460	59	63½	59	64½	70	74½
500 miles and over 480	59	63½	59	64½	70	74½
520 miles and over 500	60	64½	60	64½	71	75½
540 miles and over 520	61	65½	61	65½	72	76½



## Rates on Furniture—Continued

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
560 miles and over 540-----	62	66½	62	66½	73	77½
580 miles and over 560-----	63	67½	63	67½	74	78½
600 miles and over 580-----	64	68½	64	68½	75	79½
620 miles and over 600-----	65	69½	65	69½	76	80½
640 miles and over 620-----	66	70½	66	70½	77	81½
660 miles and over 640-----	67	71½	67	71½	78	82½

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the line or lines in Group C.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of eleven (11) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carriers in Group D of

Circular No. 290.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 312.

R. O. SELF,  
Clerk.

MAXIMUM FREIGHT RATES ON FURNITURE, LESS CARLOAD,  
VIZ.: CHAIRS, ALL KINDS, SET UP; SOFAS, BOOKCASES; SUB-  
JECT TO PACKING REQUIREMENTS OF THE SOUTHERN CLAS-  
SIFICATION.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	17	24½	18½	27½	37	44½
10 miles and over 5	21½	28½	21½	31½	41½	48½
15 miles and over 10	25	33	28½	36	45	53
20 miles and over 15	29½	36½	33	40	49½	56½
25 miles and over 20	34	41	36½	44½	54	61
30 miles and over 25	38½	45	42½	48½	58½	65
35 miles and over 30	41	47½	45	51½	61	67½
40 miles and over 35	44	51	47½	53	64	71
45 miles and over 40	47	53½	51	56½	67	73½
50 miles and over 45	49½	56½	55½	60	69½	76½
55 miles and over 50	51	58	56½	61	71	78
60 miles and over 55	52	59	58	62½	72	79
65 miles and over 60	53½	61	59	64½	73½	81
70 miles and over 65	55½	62	61	65½	75½	82
75 miles and over 70	56½	63½	62	67	76½	83½
80 miles and over 75	58	65	63½	68	78	85
85 miles and over 80	59	66½	63½	70	79	86½
90 miles and over 85	61	67½	65	71	81	87½
95 miles and over 90	62	69½	65	72½	82	89½
100 miles and over 95	63½	70	66½	74	83½	90
110 miles and over 100	66½	73½	66½	76½	86½	93½
120 miles and over 110	69½	76	69½	79	89½	96
130 miles and over 120	72	79	72	82½	92	99
140 miles and over 130	74½	81½	74½	85	94½	101½
150 miles and over 140	78	84½	78	88	98	104½
160 miles and over 150	80½	87½	80½	90½	100½	107½
170 miles and over 160	83½	90	83½	93½	103½	110
180 miles and over 170	84½	92	84½	95	104½	112
190 miles and over 180	86	92½	86	96½	106	112½
200 miles and over 190	87½	94½	87½	98	107½	114½
210 miles and over 200	89	96	89	99	109	116
220 miles and over 210	90	97	90	101	110	117
230 miles and over 220	90	97	90	101	110	117
240 miles and over 230	92	98½	92	101½	112	118½
250 miles and over 240	92	98½	92	101½	112	118½
260 miles and over 250	92	98½	92	101½	112	118½
270 miles and over 260	92½	100½	92½	103½	112½	120½
280 miles and over 270	92½	100½	92½	103½	112½	120½
300 miles and over 280	94½	101½	94½	105	114½	121½
320 miles and over 300	96	103	96	106	116	123
340 miles and over 320	97	104	97	107½	117	124
360 miles and over 340	98½	106	98½	109½	118½	126
380 miles and over 360	100½	107	100½	110½	120½	127
400 miles and over 380	101½	108½	101½	112	121½	128½
420 miles and over 400	103	110	103	113	123	130
440 miles and over 420	104	111½	104	115	124	131½
460 miles and over 440	106	112½	106	115	126	132½
480 miles and over 460	107	114½	107	115	127	134½
500 miles and over 480	108½	115	108½	115	128½	135
520 miles and over 500	110½	117	110½	117	130½	137
540 miles and over 520	112½	119	112½	119	132½	139
560 miles and over 540	114½	121	114½	121	134½	141



## Rates on Furniture—Continued

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
580 miles and over 560.....	116½	123	116½	123	136½	143
600 miles and over 580.....	118½	125	118½	125	138½	145
620 miles and over 600.....	120½	127	120½	127	140½	147
640 miles and over 620.....	122½	129	122½	129	142½	149
660 miles and over 640.....	124½	131	124½	131	144½	151

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of twenty (20) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 313.

Canceled June 10, 1930, by Supplement No. 1.

# MAXIMUM FREIGHT RATES ON LUMBER AND ARTICLES TAKING SAME RATES, VIZ.:

Lumber, rough or dressed; Barrel Material (cooperage stock); Box Material or Shooks for manufacture of packing cases or crates (not including Cigar Box Material); Casings; Ceiling (Wooden); Cooperage Stock; Cross-arms, wooden; Cross-ties; Flooring; Heading and Heading Bolts; Hoop Poles; Hoop Splits; Hoops; Laths; Lumber, Laths and Shingles in mixed carloads; Mouldings, carpenter's, without ornamentation; Paving Blocks, wooden; Pickets, wooden; Piles; Planks or Boards, edges glued together; Poles, Hoops, Telegraph or Telephone; Posts, fence; Shingles and Shingle Bolts; Siding; Shooks, box or crate (not including Cigar Box Material); Shooks, Barrel, Cask or Hogshead; Spoke Timber in the Rough; Staves and Stave Bolts; Tank Material; Telegraph Cross-arm (without insulator pins or brackets); Ties, railroad; Timber, N. O. S.; Tobacco Box Material; Tobacco Sticks; Vehicle Material, Spokes, in the Rough. C. L. minimum weight 24,000 pounds.—See Note:

NOTE: In the absence of scale weights, the following estimated weight will be used:

Laths, green, per 1,000.....	530 lbs.
Laths, dry, per 1,000.....	450 lbs.
Lumber, short leaf rough pine, seasoned, per 1,000 ft.....	3,300 lbs.
Lumber, rough, seasoned, per 1,000 ft.....	2,600 lbs.
Lumber, rough spruce lumber, green, per 1,000 ft.....	3,000 lbs.
Shingles, green, per 1,000.....	350 lbs.
Shingles, dry, per 1,000.....	300 lbs.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"	
	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	2½	4½	5½	7½
10 miles and over 5.....	3½	5	6½	8
15 miles and over 10.....	4½	6	7½	9
20 miles and over 15.....	5	6½	8	9½
25 miles and over 20.....	5	6½	8	9½
30 miles and over 25.....	6	7	9	10
35 miles and over 30.....	6	7	9	10
40 miles and over 35.....	6	7	9	10
45 miles and over 40.....	6½	8	9½	11
50 miles and over 45.....	6½	8	9½	11
55 miles and over 50.....	6½	8	9½	11
60 miles and over 55.....	7	8½	10	11½
65 miles and over 60.....	7	8½	10	11½
70 miles and over 65.....	7	8½	10	11½
75 miles and over 70.....	8	9	11	12
80 miles and over 75.....	8	9	11	12
85 miles and over 80.....	8	9	11	12
90 miles and over 85.....	8	9	11	12
95 miles and over 90.....	8½	10½	11½	13½
100 miles and over 95.....	8½	10½	11½	13½
110 miles and over 100.....	8½	10½	11½	13½
120 miles and over 110.....	9	11	12	14
130 miles and over 120.....	9	11	12	14
140 miles and over 130.....	9	11	12	14
150 miles and over 140.....	10½	11½	13½	14½
160 miles and over 150.....	10½	11½	13½	14½
170 miles and over 160.....	10½	11½	13½	14½
180 miles and over 170.....	11	11½	14	14½
190 miles and over 180.....	11	11½	14	14½
200 miles and over 190.....	11	11½	14	14½
210 miles and over 200.....	11½	13	14½	16



## Rates on Lumber—Continued

Distance	SCALE "A"		SCALE "B"	
	Single Line	Joint Line	Single Line	Joint Line
220 miles and over 210.....	11½	13	14½	16
230 miles and over 220.....	11½	13	14½	16
240 miles and over 230.....	11½	13	14½	16
250 miles and over 240.....	11½	13½	14½	16½
260 miles and over 250.....	11½	13½	14½	16½
270 miles and over 260.....	11½	13½	14½	16½
280 miles and over 270.....	11½	13½	14½	16½
290 miles and over 280.....	13	14	16	17
300 miles and over 290.....	13	14	16	17
320 miles and over 300.....	13½	15	16½	18
340 miles and over 320.....	14	16	17	19
360 miles and over 340.....	15	16	18	19
380 miles and over 360.....	16	17	19	20
400 miles and over 380.....	16	17½	19	20½
420 miles and over 400.....	16	17½	19	20½
440 miles and over 420.....	17	18½	20	21½
460 miles and over 440.....	17½	18½	20½	21½
480 miles and over 460.....	18	20	21	23
500 miles and over 480.....	18½	20	21½	23
520 miles and over 500.....	19	20½	22	23½
540 miles and over 520.....	19½	21	22½	24
560 miles and over 540.....	20	21½	23	24½
580 miles and over 560.....	20½	22	23½	25
600 miles and over 580.....	21	22½	24	25½
620 miles and over 600.....	21½	23	24½	26
640 miles and over 620.....	22	23½	25	26½
660 miles and over 640.....	22½	24	25½	27

SCALE "A"—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of three (3) cents Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 314.

R. O. SELF,

Clerk.

MAXIMUM FREIGHT RATES ON PLASTER, CARLOAD AND LESS CARLOAD, VIZ.: PLASTER, WALL AND/OR STUCCO PLASTER, CEMENT OR CALCINED (INCLUDING PLASTER OF PARIS), IN BARRELS OR CLOTH BAGS, LESS THAN CARLOAD; OR IN STRAIGHT OR MIXED CARLOADS, MINIMUM WEIGHT 40,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"				SCALE "B"				SCALE "C"			
	Carload		Less C. L.		Carload		Less C. L.		Carload		Less C. L.	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
5 miles and under.....	4½	6	7	9	4½	6½	7	10	7	8½	10½	13
10 miles and over 5.....	6	7	9	10½	6½	8	10	12	8½	9½	13	14½
15 miles and over 10.....	6½	8	10	12	7½	8½	11½	13	9	10½	13½	16
20 miles and over 15.....	7	8½	10½	13	8	9	12	13½	9½	11	14½	16½
25 miles and over 20.....	8	9	12	13½	8½	10½	13	16	10½	11½	16	17
30 miles and over 25.....	8½	10½	13	16	9	11	13½	16½	11	13	16½	19½
35 miles and over 30.....	8½	10½	13	16	9	11	13½	16½	11	13	16½	19½
50 miles and over 35.....	9	11	13½	16½	10½	11½	16	17	11½	13½	17	20½
65 miles and over 50.....	10½	11½	16	17	11	11½	16½	17	13	14	19½	21
80 miles and over 65.....	11	11½	16½	17	11½	13	17	19½	13½	14	20½	21
95 miles and over 80.....	11½	13	17	19½	11½	13½	17	20½	14	15½	21	23½
100 miles and over 95.....	11½	13	17	19½	13	13½	19½	20½	14	15½	21	23½
120 miles and over 100.....	11½	13½	17	20½	13	14	19½	21	14	16	21	24
150 miles and over 120.....	13	14	19½	21	13	15	19½	22½	15½	16½	23½	25
170 miles and over 150.....	13½	15	20½	22½	13½	16	20½	24	16	17½	24	26½
190 miles and over 170.....	14	16	21	24	14	16	21	24	16½	18½	25	28
210 miles and over 190.....	15	16	22½	24	15	17	22½	25½	17½	18½	26½	28
230 miles and over 210.....	16	17	24	25½	16	17½	24	26½	18½	19½	28	29½
250 miles and over 230.....	16	17½	24	26½	16	18½	24	28	18½	20	28	30
270 miles and over 250.....	17	18½	25½	28	17	19½	25½	29½	19½	21	29½	31½
280 miles and over 270.....	17½	19½	25½	29½	17½	20	25½	30	20	22	30	33
300 miles and over 280.....	18½	20	28	30	18½	20½	28	31	21	22½	31½	34
340 miles and over 300.....	20	21½	30	32½	20	22	30	33	22½	24	34	36
380 miles and over 340.....	21½	22½	32½	34	21½	23	32½	34½	24	25	36	37½
420 miles and over 380.....	22½	24½	34	37	22½	25	34	37½	25	27	37½	40½
460 miles and over 420.....	24½	25	37	37½	24½	26	37	39	27	27½	40½	41½
500 miles and over 460.....	25	27	37½	40½	25	27½	37½	41½	27½	29½	41½	44½
540 miles and over 500.....	26	28	39	42	26	28	39	42	28½	30½	43	46
580 miles and over 540.....	27	29	40½	43½	27	29	40½	43½	29½	31½	44½	47½
620 miles and over 580.....	28	30	42	45	28	30	42	45	30½	32½	46	48½
660 miles and over 620.....	29	31	43½	46½	29	31	43½	46½	31½	33½	47½	50½

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group C.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of two and one-half (2½) cents allowed in this scale on carload shipments over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group C of Circular mentioned herein. Also the excess of less than carload rates in this scale over the less than carload rates in Scale "A" shall accrue solely to the Group C carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 315.

Less than carload rates canceled June 10, 1930, by Supplement No. 1.

R. O. SELF,  
Clerk.



MAXIMUM FREIGHT RATES ON SUMAC, LEAF, CARLOAD MINIMUM WEIGHT 20,000 POUNDS.

In Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
5 miles and under	4½	6	4½	6½	9½	11
10 miles and over 5	6	7	6½	8	11	12
15 miles and over 10	6½	8	7½	8½	11½	13
20 miles and over 15	7	8½	8	9	12	13½
25 miles and over 20	8	9	8½	10½	13	14
30 miles and over 25	8½	10½	9	11	13½	15½
35 miles and over 30	8½	10½	9	11	13½	15½
40 miles and over 35	9	11	10½	11½	14	16
50 miles and over 40	9	11	10½	11½	14	16
60 miles and over 50	10½	11½	11	11½	15½	16½
65 miles and over 60	10½	11½	11	11½	15½	16½
75 miles and over 65	11	11½	11½	13	16	16½
80 miles and over 75	11	11½	11½	13	16	16½
95 miles and over 80	11½	13	11½	13½	16½	18
100 miles and over 95	11½	13	13	13½	16½	18
120 miles and over 100	11½	13½	13	14	16½	18½
150 miles and over 120	13	14	13	15	18	19
170 miles and over 150	13½	15	13½	16	18½	20
190 miles and over 170	14	16	14	16	19	21
210 miles and over 190	15	16	15	17	20	21
230 miles and over 210	16	17	16	17½	21	22
250 miles and over 230	16	17½	16	18½	21	22½
270 miles and over 250	17	18½	17	19½	22	23½
280 miles and over 270	17½	19½	17½	20	22½	24½
300 miles and over 280	18½	20	18½	20½	23½	25
340 miles and over 300	20	21½	20	22	25	26½
380 miles and over 340	21½	22½	21½	23	26½	27½
420 miles and over 380	22½	24½	22½	25	27½	29½
460 miles and over 420	24½	25	24½	26	29½	30
500 miles and over 460	25	27	25	27½	30	32
520 miles and over 500	25½	27½	25½	27½	30½	32½
540 miles and over 520	26	28	26	28	31	33
560 miles and over 540	26½	28½	26½	28½	31½	33½
580 miles and over 560	27	29	27	29	32	34
600 miles and over 580	27½	29½	27½	29½	32½	34½
620 miles and over 600	28	30	28	30	33	35
640 miles and over 620	28½	30½	28½	30½	33½	35½
660 miles and over 640	29	31	29	31	34	36

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue solely to the line or lines in Group C.

SCALE "C" RATES—Applicable to common carriers named in Group D of Circular No. 290. The arbitrary of five (5) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carriers in Group D of

Circular No. 290.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 316.

R. O. SELF,  
Clerk.

MAXIMUM FREIGHT RATES ON VEHICLES, HORSE DRAWN, VIZ.:  
TRUCKS OR WAGONS, FARM, WITH OR WITHOUT BODIES  
WITHOUT SPRINGS; BODIES K. D. OR FLAT, OR WITHOUT  
BODIES; GEARS, K. D., LOOSE, LESS THAN CARLOAD.

In Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Scale Line	Joint Hau 1
5 miles and under	10½	14	11½	16	21½	25
10 miles and over 5	13	17	14	19½	24	28
15 miles and over 10	16	20	17	22	27	31
20 miles and over 15	18½	22½	20	25	29½	33½
25 miles and over 20	20	24½	21½	26	31	35½
30 miles and over 25	22½	27	25	29	33½	38
35 miles and over 30	24½	28½	27	30½	35½	39½
40 miles and over 35	25	29½	28½	31½	36	40½
45 miles and over 40	27	31	29½	33½	38	42
50 miles and over 45	28½	33	31	34	39½	44
55 miles and over 50	28½	33	31	34	39½	44
60 miles and over 55	29½	34	33	36	40½	45
65 miles and over 60	29½	34	33	36	40½	45
70 miles and over 65	29½	34	34	36	40½	45
75 miles and over 70	31	35½	34	37½	42	46½
80 miles and over 75	31	35½	34	37½	42	46½
85 miles and over 80	31	35½	34	37½	42	46½
90 miles and over 85	31	35½	35½	37½	42	46½
95 miles and over 90	33	36½	35½	38½	44	47½
100 miles and over 95	34	38½	35½	40	45	49½
110 miles and over 100	35½	39½	35½	42	46½	50½
120 miles and over 110	35½	39½	36½	42	46½	50½
130 miles and over 120	36½	41	36½	43	47½	52
140 miles and over 130	36½	41	36½	43	47½	52
150 miles and over 140	38½	42½	38½	44½	49½	53½
160 miles and over 150	41	45	41	47½	52	56
170 miles and over 160	42½	47	42½	48½	53½	58
180 miles and over 170	44	47½	44	50	55	58½
190 miles and over 180	45	49½	45	51½	56	60½
200 miles and over 190	47	51	47	53	58	62
210 miles and over 200	47½	52	47½	54	58½	63
220 miles and over 210	49½	53½	49½	56	60½	64½
230 miles and over 220	49½	53½	49½	56	60½	64½
240 miles and over 230	49½	53½	49½	56	60½	64½
250 miles and over 240	51	55½	51	56½	62	66½
260 miles and over 250	51	55½	51	56½	62	66½
270 miles and over 260	51	55½	51	56½	62	66½
280 miles and over 270	51	55½	51	56½	62	66½
300 miles and over 280	52	56½	52	58½	63	67½
320 miles and over 300	53½	58	53½	60	64½	69
340 miles and over 320	55½	59	55½	61	66½	70
360 miles and over 340	55½	59	55½	61	66½	70
380 miles and over 360	56½	61	56½	62½	67½	72
400 miles and over 380	56½	61	56½	62½	67½	72
420 miles and over 400	58	62	58	64½	69	73
440 miles and over 420	58	62	58	64½	69	73
460 miles and over 440	58	62	58	64½	69	73
480 miles and over 460	59	63½	59	65½	70	74½
500 miles and over 480	59	63½	59	65½	70	74½
520 miles and over 500	60	64½	60	65½	71	75½
540 miles and over 520	61	65½	61	65½	72	76½
560 miles and over 540	62	66½	62	66½	73	77½



## Rates on Vehicles—Continued

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
580 miles and over 560-----	63	67½	63	67½	74	78½
600 miles and over 580-----	64	68½	64	68½	75	79½
620 miles and over 600-----	65	69½	65	69½	76	80½
640 miles and over 620-----	66	70½	66	70½	77	81½
660 miles and over 640-----	67	71½	67	71½	78	82½

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue solely to the line or lines in Group C.

SCALE "C" RATES—Applicable to common carriers named in Group D of Circular No. 290. The arbitrary of eleven (11) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 317.

Canceled June 10, 1930, by Supplement No. 1.

MAXIMUM FREIGHT RATES ON VEHICLES, HORSE DRAWN, VIZ.:  
TRUCKS, DRAYS OR WAGONS, DELIVERY OR FREIGHT, WITH  
OR WITHOUT SPRINGS (SEE NOTE), LOOSE WHEELS AND  
SHAFTS DETACHED, LESS THAN CARLOAD.

NOTE—This description will not cover heavy teaming vehicles.

In Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
5 miles and under.....	34	49	37	55	74	89
10 miles and over 5.....	43	57	43	63	83	97
15 miles and over 10.....	50	66	57	72	90	106
20 miles and over 15.....	59	73	66	80	99	113
25 miles and over 20.....	68	82	73	89	108	122
30 miles and over 25.....	77	90	85	97	117	130
35 miles and over 30.....	82	95	90	103	122	135
40 miles and over 35.....	88	102	95	107	128	142
45 miles and over 40.....	94	107	102	113	134	147
50 miles and over 45.....	99	113	111	120	139	153
55 miles and over 50.....	102	116	113	122	142	156
60 miles and over 55.....	104	118	116	125	144	158
65 miles and over 60.....	107	122	118	129	147	162
70 miles and over 65.....	111	124	122	131	151	164
75 miles and over 70.....	113	127	124	134	153	167
80 miles and over 75.....	116	130	127	136	156	170
85 miles and over 80.....	118	133	127	140	158	173
90 miles and over 85.....	122	135	130	142	162	175
95 miles and over 90.....	124	139	130	145	164	179
100 miles and over 95.....	127	140	133	148	167	180
110 miles and over 100.....	133	147	133	153	173	187
120 miles and over 110.....	139	152	139	158	179	192
130 miles and over 120.....	144	158	144	165	184	198
140 miles and over 130.....	149	163	149	170	189	203
150 miles and over 140.....	156	169	156	176	196	209
160 miles and over 150.....	161	175	161	181	201	215
170 miles and over 160.....	167	180	167	187	207	220
180 miles and over 170.....	169	184	169	190	209	224
190 miles and over 180.....	172	185	172	193	212	225
200 miles and over 190.....	175	189	175	196	215	229
210 miles and over 200.....	178	192	178	198	218	232
220 miles and over 210.....	180	194	180	202	220	234
230 miles and over 220.....	180	194	180	202	220	234
240 miles and over 230.....	184	197	184	203	224	237
250 miles and over 240.....	184	197	184	203	224	237
260 miles and over 250.....	184	197	184	203	224	237
270 miles and over 260.....	185	201	185	207	225	241
280 miles and over 270.....	185	201	185	207	225	241
300 miles and over 280.....	189	203	189	210	229	243
320 miles and over 300.....	192	206	192	212	232	246
340 miles and over 320.....	194	208	194	215	234	248
360 miles and over 340.....	197	212	197	219	237	252
380 miles and over 360.....	201	214	201	221	241	254
400 miles and over 380.....	203	217	203	224	243	257
420 miles and over 400.....	206	220	206	226	246	260
440 miles and over 420.....	208	223	208	230	248	263
460 miles and over 440.....	212	225	212	232	252	265
480 miles and over 460.....	214	229	214	235	254	269
500 miles and over 480.....	217	230	217	238	257	270
520 miles and over 500.....	221	234	221	238	261	274
540 miles and over 520.....	225	238	225	238	265	278



## Rates on Vehicles—Continued

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
560 miles and over 540.....	229	242	229	242	269	282
530 miles and over 560.....	233	246	233	246	273	286
600 miles and over 580.....	237	250	237	250	277	290
620 miles and over 600.....	241	254	241	254	281	294
640 miles and over 620.....	245	258	245	258	285	298
660 miles and over 640.....	249	262	249	262	289	302

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue solely to the line or lines in Group C.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of forty (40) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in

Group D of Circular No. 290.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 318.

Canceled June 10, 1930, by Supplement No. 1.

R. O. SELF,

*Clerk.*

**MAXIMUM FREIGHT RATES ON CANNED GOODS, CARLOAD, VIZ.:  
CANNED GOODS, IN PACKAGES PROVIDED IN CURRENT  
SOUTHERN CLASSIFICATION (EXCEPT AS OTHERWISE PRO-  
VIDED BELOW), IN STRAIGHT OR MIXED CARLOADS, MINI-  
MUM WEIGHT 36,000 POUNDS.**

**DESCRIPTION No. 1:**

**FRUITS AND VEGETABLES, canned or preserved, viz.:**

Cocoanut, prepared, dessicated, in cans or cartons in barrels or boxes, in metal cans in crates or in pails in bulk, or in boxes. Other than dessicated, in metal cans in boxes; Fruit, other than dried, evaporated or fresh; Fruit Butter; Crushed Fruit; Fruit Jam; Fruit Jelly; Fruit Preserves or Fruit Pulp; Jams, Jellies or Preserves (other than fruit), edible; Vegetables, including canned corn, canned hominy, canned pork and beans, canned scrapple, canned tomatoes or canned wheat, but not including dried or evaporated vegetables; Pimentos; Pudding; Tomato Pulp or Paste; Peanut Paste (Peanut Butter);

**SAUCES AND CONDIMENTS, table, viz.:**

Catsup; Capers; Chili Sauce; Horseradish, prepared; Mustard, prepared; Pepper Sauce; Salad Dressing; Table Sauces; Olives; Pickles; Sauerkraut, including sauerkraut brine;

**MEATS: Cooked, cured or preserved, viz.:**

Meats, cooked, cured or preserved with or without vegetable ingredients; Mincemeat; Chili Con Carne;

**FISH, SHELL AND OTHER THAN SHELL, cooked, pickled or preserved, viz.:**

Fish, shell and other than shell, cooked, pickled or preserved; Fish, combined with vegetables, canned (fish cake or fish balls); Oysters (pickled or cove);

**SOUPS, including BROTHS OR CHOWDERS;**

**CLAM JUICE;**

**MILK OR CREAM, condensed or evaporated, liquid;**

**MILK, condensed or evaporated, containing vegetable fats;**

**MILK, condensed or evaporated, containing chocolate or barley malt;**

**MILK, powdered or flaked;**

**BUTTERMILK (Condensed or evaporated);**

**MACARONI, SPAGHETTI OR VERMICELLI, prepared with or without cheese, meat or vegetables;**

**MOLASSES and SYRUP, except coloring, flavoring, fruit, or medicated, in packages described in Southern Classification, other than in glass or earthenware; and SYRUP, malt or malted, not medicated, in packages described in Southern Classification, other than in glass or earthenware; in mixed carloads with any of the above articles;**

**CIDER and VINEGAR, in packages, in straight or mixed carloads with any of the above articles (See Note 1) and CIDER in tank cars, subject to tank car rules.**

**In Cents Per 100 Pounds.**

Distance	SCALE "A"		SCALE "B"	
	Single and Joint Line		Single and Joint Line	
5 miles and under	-----	12	-----	16
10 miles and over 5	-----	13	-----	17
15 miles and over 10	-----	13	-----	17
20 miles and over 15	-----	14	-----	18
25 miles and over 20	-----	15	-----	19
30 miles and over 25	-----	16	-----	20
35 miles and over 30	-----	17	-----	21
40 miles and over 35	-----	18	-----	22
45 miles and over 40	-----	19	-----	23



## Rates on Canned Goods—Continued

Distance	SCALE "A"		SCALE "B"	
	Single and Joint Line		Single and Joint Line	
50 miles and over 45	-----	20	-----	24
55 miles and over 50	-----	20	-----	24
60 miles and over 55	-----	21	-----	25
65 miles and over 60	-----	22	-----	26
70 miles and over 65	-----	23	-----	27
75 miles and over 70	-----	24	-----	28
80 miles and over 75	-----	25	-----	29
85 miles and over 80	-----	25	-----	29
90 miles and over 85	-----	26	-----	30
95 miles and over 90	-----	26	-----	30
100 miles and over 95	-----	27	-----	31
110 miles and over 100	-----	28	-----	32
120 miles and over 110	-----	29	-----	33
130 miles and over 120	-----	30	-----	34
140 miles and over 130	-----	31	-----	35
150 miles and over 140	-----	32	-----	36
160 miles and over 150	-----	33	-----	37
170 miles and over 160	-----	34	-----	38
180 miles and over 170	-----	34	-----	38
190 miles and over 180	-----	35	-----	39
200 miles and over 190	-----	36	-----	40
210 miles and over 200	-----	36	-----	40
220 miles and over 210	-----	37	-----	41
230 miles and over 220	-----	38	-----	42
240 miles and over 230	-----	39	-----	43
260 miles and over 250	-----	40	-----	44
280 miles and over 270	-----	41	-----	45
300 miles and over 280	-----	43	-----	47
320 miles and over 300	-----	44	-----	48
340 miles and over 320	-----	46	-----	50
360 miles and over 340	-----	47	-----	51
380 miles and over 360	-----	48	-----	52
400 miles and over 380	-----	50	-----	54
420 miles and over 400	-----	51	-----	55
440 miles and over 420	-----	52	-----	56
460 miles and over 440	-----	53	-----	57
480 miles and over 460	-----	54	-----	58
500 miles and over 480	-----	55	-----	59
520 miles and over 500	-----	56	-----	60
540 miles and over 520	-----	57	-----	61
560 miles and over 540	-----	58	-----	62
580 miles and over 560	-----	59	-----	63
600 miles and over 580	-----	60	-----	64
620 miles and over 600	-----	61	-----	65
640 miles and over 620	-----	62	-----	66
660 miles and over 640	-----	63	-----	67

SCALE "A"—Applicable to common carriers shown in Groups A, B and C of Circular No. 290.

SCALE "B"—Applicable to common carriers shown in Group D of Circular No. 290. The arbitrary of four (4) cents Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 319.

Canceled October 1, 1929, by Circular No. 340.

R. O. SELF,

Clerk.

# MAXIMUM FREIGHT RATES ON VENEERS AND BUILT-UP WOODS, VIZ.:

DESCRIPTION No. 1—Veneer, unfigured, made from woods, other than woods of value, C. L., minimum weight 24,000 pounds.

DESCRIPTION No. 2—Veneer, figured, or made from woods of value (see Note below). Built-up wood, faced with figured veneer, or veneer made from woods of value (see Note below), C. L., minimum weight 24,000 pounds.

DESCRIPTION No. 3—Built-up wood, manufactured from unfigured woods other than woods of value (see Note below), C. L., minimum weight 24,000 pounds.

NOTE:—Woods of value: Boxwood, Spanish cedar; cherry; cocobolo; ebony; granadilla; ironwood; lancewood; lignumvitae, mahogany; rosewood; sandalwood; satinwood; teakwood; vermilion; walnut.

## Rates in Cents Per 100 Pounds.

Distance	DESCRIPTION No. 1				DESCRIPTION No. 2				DESCRIPTION No. 3			
	SCALE "A"		SCALE "B"		SCALE "A"		SCALE "B"		SCALE "A"		SCALE "B"	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL'
5 miles and under	2½	4½	5½	7½	3½	5½	6½	8½	3	5	6	8½
10 miles and over 5	3½	5	6½	8	4½	6	7½	9	4	5½	7	9
15 miles and over 10	4½	6	7½	9	5½	7	8½	10½	5	6½	8½	10
20 miles and over 15	5	6½	8	9½	6	7½	9	11	5½	7	9	10½
25 miles and over 20	5	6½	8	9½	6	7½	9	11	5½	7	9	10½
30 miles and over 25	6	7	9	10	7	8	10½	11½	6½	7½	10	11
35 miles and over 30	6	7	9	10	7	8	10½	11½	6½	7½	10	11
40 miles and over 35	6	7	9	10	7	8	10½	11½	6½	7½	10	11
45 miles and over 40	6½	8	9½	11	7½	9	11	12½	7	9	10½	12
50 miles and over 45	6½	8	9½	11	7½	9	11	12½	7	9	10½	12
55 miles and over 50	6½	8	9½	11	7½	9	11	12½	7	9	10½	12
60 miles and over 55	7	8½	10	11½	8	10	11½	13	7½	9½	11	12½
65 miles and over 60	7	8½	10	11½	8	10	11½	13	7½	9½	11	12½
70 miles and over 65	7	8½	10	11½	8	10	11½	13	7½	9½	11	12½
75 miles and over 70	8	9	11	12	9	10½	12½	14	9	10	12	13
80 miles and over 75	8	9	11	12	9	10½	12½	14	9	10	12	13
85 miles and over 90	8	9	11	12	9	10½	12½	14	9	10	12	13
90 miles and over 85	8	9	11	12	9	10½	12½	14	9	10	12	13
95 miles and over 90	8½	10½	11½	13½	10	12	13	15½	9½	11½	12½	15
100 miles and over 95	8½	10½	11½	13½	10	12	13	15½	9½	11½	12½	15
110 miles and over 100	8½	10½	11½	13½	10	12	13	15½	9½	11½	12½	15
120 miles and over 110	9	11	12	14	10½	12½	14	16	10	12	13	15½
130 miles and over 120	9	11	12	14	10½	12½	14	16	10	12	13	15½
140 miles and over 130	9	11	12	14	10½	12½	14	16	10	12	13	15½
150 miles and over 140	10½	11½	13½	14½	12	13	15½	16½	11½	12½	15	16
160 miles and over 150	10½	11½	13½	14½	12	13	15½	16½	11½	12½	15	16
170 miles and over 160	10½	11½	13½	14½	12	13	15½	16½	11½	12½	15	16
180 miles and over 170	11	11½	14	14½	12½	13	16	16½	12	12½	15½	16
200 miles and over 190	11	11½	14	14½	12½	13	16	16½	12	12½	15½	16
220 miles and over 200	11½	13	14½	16	13	15	16½	18½	12½	14½	16	17½
240 miles and over 220	11½	13	14½	16	13	15	16½	19½	12½	14½	16	17½
260 miles and over 240	11½	13½	14½	16½	13	15½	16½	19	12½	15	16	18
280 miles and over 260	11½	13½	14½	16½	13	15½	16½	19	12½	15	16	18
300 miles and over 280	13	14	16	17	15	16	18½	19½	14½	15½	17½	18½
320 miles and over 300	13½	15	16½	18	15½	17½	19	20½	15	16½	18	20
340 miles and over 320	14	16	17	19	16	18½	19½	22	15½	17½	18½	21
360 miles and over 340	15	16	18	19	17½	18½	20½	22	16½	17½	20	21
380 miles and over 360	16	17	19	20	18½	19½	22	23	17½	18½	21	22
400 miles and over 380	16	17½	19	20½	18½	20	22	23½	17½	19½	21	22½
420 miles and over 400	16	17½	19	20½	18½	20	22	23½	17½	19½	21	22½
440 miles and over 420	17	18½	20	21	19½	21½	23	24½	18½	20½	22	23½



## Rates on Veneers, Etc.—Continued

Distance-----	DESCRIPTION No. 1				DESCRIPTION No. 2				DESCRIPTION No. 3			
	SCALE "A"		SCALE "B"		SCALE "A"		SCALE "B"		SCALE "A"		SCALE "B"	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
460 miles and over 440-----	17½	18½	20½	21½	20	21½	23½	24½	19½	20½	22½	23½
480 miles and over 460-----	18	20	21	23	20½	23	24	26½	20	22	23	25½
500 miles and over 480-----	18½	20	21½	23	21½	23	24½	26½	20½	22	23½	25½
520 miles and over 500-----	19	20½	22	23½	22	23½	25½	26½	21	22½	24	26
540 miles and over 520-----	19½	21	22½	24	22½	24	26	27½	21½	23	25	26½
560 miles and over 540-----	20	21½	23	24½	23	24½	26½	27½	22	23½	25½	27
580 miles and over 560-----	20½	22	23½	25	23½	25½	27	29	22½	24	26	27½
600 miles and over 580-----	21	22½	24	25½	24	26	27½	29½	23	25	26½	28
620 miles and over 600-----	21½	23	24½	26	24½	26½	28	30	23½	25½	27	28½
640 miles and over 620-----	22	23½	25	26½	25½	27	29	30½	24	26	27½	29
660 miles and over 640-----	22½	24	25½	27	26	27½	29½	31	25	26½	28	29½

SCALE "A"—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary Scale "B" over Scale "A" shall accrue solely to the

Group D carriers or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 320.

R. O. SELF,  
Clerk.

MAXIMUM FREIGHT RATES ON STONE, MARBLE, GRANITE, VIZ.:  
CURBING OR PAVING BLOCKS; BUILDING; DIMENSION OR  
RANDOM; ROUGH QUARRIED OR DRESSED; NOT POLISHED  
OR CARVED. CARLOAD MINIMUM 50,000 POUNDS. PER TON  
2,000 POUNDS.

Rates in Cents Per Ton of 2,000 Pounds.

Distance	SCALE "A"		SCALE "B"	
	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	80	100	120	140
10 miles and over 5.....	87	107	127	147
15 miles and over 10.....	90	110	130	150
20 miles and over 15.....	93	113	133	153
25 miles and over 20.....	96	116	136	156
30 miles and over 25.....	100	120	140	160
35 miles and over 30.....	103	123	143	163
40 miles and over 35.....	106	126	146	166
45 miles and over 40.....	110	130	150	170
50 miles and over 45.....	113	130	153	170
55 miles and over 50.....	116	136	156	176
60 miles and over 55.....	119	139	159	179
65 miles and over 60.....	123	143	163	183
70 miles and over 65.....	126	146	166	186
75 miles and over 70.....	129	149	169	189
80 miles and over 75.....	132	152	172	192
85 miles and over 80.....	135	155	175	195
90 miles and over 85.....	139	159	179	199
95 miles and over 90.....	142	162	182	202
100 miles and over 95.....	145	165	185	205
110 miles and over 100.....	148	165	188	205
120 miles and over 110.....	151	166	191	206
130 miles and over 120.....	154	169	194	209
140 miles and over 130.....	157	172	197	212
150 miles and over 140.....	160	175	200	215
160 miles and over 150.....	162	177	202	217
170 miles and over 160.....	164	179	204	219
180 miles and over 170.....	166	181	206	221
190 miles and over 180.....	168	183	208	223
200 miles and over 190.....	170	185	210	225
210 miles and over 200.....	172	185	212	225
220 miles and over 210.....	174	185	214	225
230 miles and over 220.....	176	186	216	226
240 miles and over 230.....	178	188	218	228
250 miles and over 240.....	180	190	220	230
260 miles and over 250.....	182	192	222	232
270 miles and over 260.....	184	194	224	234
280 miles and over 270.....	186	196	226	236
290 miles and over 280.....	189	198	229	238
300 miles and over 290.....	190	200	230	240
310 miles and over 300.....	192	202	232	242
320 miles and over 310.....	194	204	234	244
330 miles and over 320.....	196	206	236	246
340 miles and over 320.....	199	208	239	248
350 miles and over 340.....	200	210	240	250
360 miles and over 350.....	202	212	242	252
370 miles and over 360.....	204	214	244	254
380 miles and over 370.....	206	216	246	256
390 miles and over 380.....	209	218	249	258
400 miles and over 390.....	210	220	250	260
420 miles and over 400.....	214	224	254	264
440 miles and over 420.....	218	228	258	268



## Rates on Stone, Etc.—Continued

Distance	SCALE "A"		SCALE "B"	
	Single Line	Joint Line	Single Line	Joint Line
460 miles and over 440.....	222	232	262	272
480 miles and over 460.....	226	236	266	276
500 miles and over 480.....	230	240	270	280
520 miles and over 500.....	234	244	274	284
540 miles and over 520.....	238	248	278	288
560 miles and over 540.....	242	252	282	292
580 miles and over 560.....	245	255	285	295
600 miles and over 580.....	248	258	288	298
620 miles and over 600.....	251	261	291	301
640 miles and over 620.....	254	264	294	304
660 miles and over 640.....	257	267	297	307

SCALE "A"—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of forty (40) cents per ton Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 321.

Canceled October 1, 1929, by Circular No. 342.

R. O. SELF,

*Clerk.*

MAXIMUM FREIGHT RATES ON CHARCOAL, WOOD, VIZ.: CHARCOAL, WOOD (NOT IN TABLETS), IN CLOTH OR PAPER BAGS OR IN BULK IN BARRELS, OR IN BULK, C. L., MINIMUM WEIGHT 24,000 POUNDS; CHARCOAL, WOOD (NOT IN TABLETS), IN CLOTH OR PAPER BAGS OR IN BULK IN BARRELS OR CASKS, L. C. L.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"				SCALE "B"				SCALE "C"			
	CARLOAD		LESS CL		CARLOAD		LESS CL		CARLOAD		LESS CL	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
5 miles and under	3½	5	6	8½	4	6	6	10½	8½	10	13½	16
10 miles and over 5	4½	5½	7	10½	4½	6½	8½	11½	9½	10½	14½	18
15 miles and over 10	5	6	8½	11½	5½	7	10½	13	10	11	16	19
20 miles and over 15	5	7	10½	13	5½	7	11½	14	10	12	18	20½
25 miles and over 20	5½	7	11½	14	6	8	13	16	10½	12	19	21½
30 miles and over 25	6	7	11½	14	6½	8	13	16	11	12	19	21½
35 miles and over 30	6	8	13	16	6½	8½	14	17	11	13	20½	23½
40 miles and over 35	7	8	13	16	7	9	14	17	12	13	20½	23½
45 miles and over 40	7½	8½	14	17	8	9	16	18½	12½	13½	21½	24½
50 miles and over 45	7½	8½	14	17	8	9	16	18½	12½	13½	21½	24½
55 miles and over 50	7½	9	16	18½	8½	9½	17	20	12½	14	23½	26
60 miles and over 55	7½	9	16	18½	8½	9½	17	20	12½	14	23½	26
65 miles and over 60	8	9	17	20	8½	10½	18½	21½	13	14	24½	27½
70 miles and over 65	8	9	17	20	8½	10½	18½	21½	13	14	24½	27½
75 miles and over 70	8	9½	17	20	9	10½	18½	21½	13	14½	24½	27½
80 miles and over 75	8	9½	18½	21½	9	10½	20	22½	13	14½	26	29
85 miles and over 80	8½	10	18½	21½	9	11	20	22½	13½	15	26	29
90 miles and over 85	8½	10	18½	21½	9	11	20	22½	13½	15	26	29
95 miles and over 90	9	10	20	22½	9	11	20	24½	14	15	27½	30
100 miles and over 95	9	10	20	22½	9	11	21½	24½	14	15	27½	30
110 miles and over 100	9	10½	20	22½	9	11½	21½	24½	14	15½	27½	30
120 miles and over 110	9	10½	21½	24½	9	11½	21½	25	14	15½	29	32
130 miles and over 120	9½	10½	21½	24½	9½	11½	21½	25	14½	15½	29	32
140 miles and over 130	9½	10½	22½	25	9½	11½	22½	27	14½	15½	30	32½
150 miles and over 140	10	11½	22½	25	10	11½	22½	27	15	16½	30	32½
160 miles and over 150	10	11½	22½	25	10	11½	22½	27	15	16½	30	32½
170 miles and over 160	10½	12	24½	27	10½	13	24½	28½	15½	17	32	34½
180 miles and over 170	10½	12	24½	27	10½	13	24½	28½	15½	17	32	34½
190 miles and over 180	10½	12½	24½	27	10½	13	24½	28½	15½	17½	32	34½
200 miles and over 190	10½	12½	24½	27	10½	13	24½	28½	15½	17½	32	34½
210 miles and over 200	11½	13	24½	27	11½	13½	24½	28½	16½	18	32	34½
220 miles and over 210	11½	13	25	28½	11½	13½	25	29½	16½	18	32½	36
230 miles and over 220	12	13	25	28½	12	13½	25	29½	17	18	32½	36
240 miles and over 230	12	13	27	29½	12	13½	27	31	17	18	34½	37
250 miles and over 240	12	13½	27	29½	12	14	27	31	17	18½	34½	37
260 miles and over 250	12	13½	28½	31	12	14	28½	33	17	18½	36	38½
270 miles and over 260	12½	13½	28½	31	12½	15	28½	33	17½	18½	36	38½
280 miles and over 270	12½	13½	28½	31	12½	15	28½	33	17½	18½	36	38½
300 miles and over 280	13	14½	29½	33	13	15½	29½	34	18	19½	37	40½
320 miles and over 300	13½	15	29½	33	13½	16	29½	34	18½	20	37	40½
340 miles and over 320	14½	16	29½	33	14½	16	29½	34	19½	21	37	40½
360 miles and over 340	15	16½	29½	33	15	17½	29½	34	20	21½	37	40½
380 miles and over 360	16	17½	31	34	16	18	31	35½	21	22½	38½	41½
400 miles and over 380	16½	18	31	34	16½	18½	31	35½	21½	23	38½	41½
420 miles and over 400	17½	18½	31	34	17½	19½	31	35½	22½	23½	38½	41½
440 miles and over 420	18	19½	31	34	18	20½	31	35½	23	24½	38½	41½
460 miles and over 440	18½	20½	33	35½	18½	20½	33	36½	23½	25½	40½	43
480 miles and over 460	19	20½	33	35½	19	21	33	36½	24	25½	40½	43
500 miles and over 480	19	20½	34	36½	19	21	34	37½	24	25½	41½	44
520 miles and over 500	19½	21	35	37½	19½	21	35	37½	24½	26	42½	45
540 miles and over 520	20	21½	36	38½	20	21½	36	38½	25	26½	43½	46



## Rates on Charcoal and Wood—Continued

Distance	SCALE "A"				SCALE "B"				SCALE "C"			
	CARLOAD		LESS CL		CARLOAD		LESS CL		CARLOAD		LESS CL	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
560 miles and over 540-----	20½	22	37	39½	20½	22	37	39½	25½	27	44½	47
580 miles and over 560-----	21	22½	38	40½	21	22½	38	40½	26	27½	45½	48
600 miles and over 580-----	21½	23	39	41½	21½	23	39	41½	26½	28	46½	49
620 miles and over 600-----	22	23½	40	42½	22	23½	40	42½	27	28½	47½	50
640 miles and over 620-----	22½	24	41	43½	22½	24	41	43½	27½	29	48½	51
660 miles and over 640-----	23	24½	42	44½	23	24½	42	44½	28	29½	49½	52

## Explanation of Abbreviations:

SL—Single Line.

JL—Joint Line.

Less CL—Less than carload.

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of five (5) cents carload and the arbitrary of seven and one-half (7½) cents less carload Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 322.

Less than carload rates canceled June 10, 1930, by Supplement No. 1.

R. O. SELF,

Clerk.

MAXIMUM FREIGHT RATES ON PEACHES, FRESH, CARLOADS, WHEN PACKED IN STANDARD SIX-BASKET CRATES (SEE NOTE 1), IN STANDARD BUSHEL BASKETS (SEE NOTE 1), IN HALF-BUSHEL BASKETS OR IN PECK BASKETS, STRAIGHT OR MIXED CARLOADS (SEE NOTES 2 AND 3).

NOTE 1—Specifications of Standard Containers.

For specifications of standard containers, see Agent E. H. Dulaney I. C. C. No. 26, supplements thereto or successive issues thereof.

NOTE 2—Cost of Refrigeration.

Rates provided herein do not include refrigeration. For refrigeration rates see Agent R. C. Dearborn, I. C. C. 3, Perishable Protective Tariff 4, supplements thereto or successive issues thereof.

NOTE 3—Carload minimum weights and basis for assessing freight charges when cars are loaded in excess of carload minimum.

WHEN PACKED IN STANDARD SIX-BASKET CRATES, IN STRAIGHT CARLOADS

When cars contain 448 crates, or less, carload minimum 22,850 pounds; when cars contain in excess of 448 crates, freight charges will be assessed on weight computed on basis of 51 pounds per standard six-basket crate.

EXCEPTION:—When for carriers' convenience cars with inside length of less than 32 feet are furnished, and such cars contain 392 crates, or less, carload minimum weight 20,000 pounds; when such cars contain in excess of 392 crates, freight charges will be assessed on weight computed on basis of 51 pounds per standard six-basket crate.

WHEN PACKED IN STANDARD BUSHEL BASKETS, IN STRAIGHT CARLOADS

When cars contain 387 bushel baskets, or less, carload minimum 21,280 pounds; when cars contain in excess of 387 bushel baskets, freight charges will be assessed on weight computed on basis of 55 pounds per standard bushel basket.

EXCEPTION:—When for carriers' convenience cars with inside length of less than 32 feet are furnished and such cars contain 351 bushel baskets, or less, carload minimum weight 19,300 pounds; when such cars contain in excess of 351 bushel baskets, freight charges will be assessed on weight computed on basis of 55 pounds per standard bushel basket.

WHEN PACKED IN HALF-BUSHEL BASKETS, IN STRAIGHT CARLOADS

When cars contain 774 half-bushel baskets, or less, carload minimum 21,670 pounds; when cars contain in excess of 774 half-bushel baskets, freight charges will be assessed on weight computed on basis of 28 pounds per half-bushel basket.

EXCEPTION:—When for carriers' convenience cars with inside length of less than 32 feet are furnished and such cars contain 702 half-bushel baskets, or less, carload minimum 19,660 pounds; when such cars contain in excess of 702 half-bushel baskets, freight charges will be assessed on weight computed on basis of 28 pounds per half-bushel basket.

WHEN PACKED IN PECK BASKETS, IN STRAIGHT CARLOADS

When cars contain 1,548 peck baskets, or less, carload minimum 21,670 pounds; when cars contain in excess of 1,548 peck baskets freight charges will be assessed on weight computed on basis of 14 pounds per peck basket.

EXCEPTION:—When for carriers' convenience cars with inside length of less than 32 feet are furnished, and such cars contain 1,404 peck baskets, or less, carload minimum 19,660 pounds; when such cars contain in excess of 1,404 peck baskets, freight charges will be assessed on weight computed on basis of 14 pounds per peck basket.

WHEN PACKED IN STANDARD SIX-BASKET CRATES, STANDARD BUSHEL BASKETS, HALF-BUSHEL BASKETS, AND/OR PECK BASKETS, IN MIXED CARLOADS

Freight charges on cars containing a mixture of shipments packed in standard six-basket crates and/or standard bushel baskets and/or half-



bushel baskets and/or peck baskets will be assessed on weight computed as follows:

51 pounds per standard six-basket crate,  
 55 pounds per standard bushel basket,  
 28 pounds per half-bushel basket,  
 14 pounds per peck basket,

subject to a carload minimum weight of 22,850 pounds, except when, for carriers' convenience, cars with inside length of less than 32 feet are furnished such cars will be subject to carload minimum weight of 20,000 pounds.

### Rates in Cents Per 100 Pounds.

Distance	Scale "A"	Scale "B"
5 miles and under	16	23
10 miles and over 5	17	24
15 miles and over 10	18	25
20 miles and over 15	19	26
25 miles and over 20	21	28
30 miles and over 25	22	29
35 miles and over 30	23	30
40 miles and over 35	24	31
45 miles and over 40	25	32
50 miles and over 45	26	33
55 miles and over 50	28	35
60 miles and over 55	29	36
65 miles and over 60	30	37
70 miles and over 65	31	38
75 miles and over 70	32	39
80 miles and over 75	33	40
85 miles and over 80	34	41
90 miles and over 85	34	41
95 miles and over 90	35	42
100 miles and over 95	36	43
110 miles and over 100	37	44
120 miles and over 110	39	46
130 miles and over 120	40	47
140 miles and over 130	41	48
150 miles and over 140	43	50
160 miles and over 150	44	51
170 miles and over 160	45	52
180 miles and over 170	46	53
190 miles and over 180	47	54
200 miles and over 190	48	55
210 miles and over 200	49	56
220 miles and over 210	50	57
230 miles and over 220	51	58
240 miles and over 230	52	59
260 miles and over 240	54	61
280 miles and over 260	55	63
300 miles and over 280	57	64
320 miles and over 300	59	66
340 miles and over 320	61	68
360 miles and over 340	63	70
380 miles and over 360	65	72
400 miles and over 380	67	74
420 miles and over 400	68	75
440 miles and over 420	70	77
460 miles and over 440	71	78

## Rates on Peaches—Continued

Distance	Scale "A"	Scale "B"
480 miles and over 460.....	72	79
500 miles and over 480.....	74	81
520 miles and over 500.....	75	82
540 miles and over 520.....	77	84
560 miles and over 540.....	78	85
580 miles and over 560.....	79	86
600 miles and over 580.....	81	88
620 miles and over 600.....	82	89
640 miles and over 620.....	84	91
660 miles and over 640.....	85	92
680 miles and over 660.....	86	93

SCALE "A" RATES—Applicable locally and jointly to common carriers named in Groups A, B and C of Circular No. 290.

SCALE "B" RATES—Applicable locally and jointly to common carriers named in Group D of Circular No. 290. The arbitrary of seven (7) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 290. .

By order of the Commission:  
 Issued August 1, 1929.  
 Effective September 1, 1929.  
 Circular No. 323.

R. O. SELF,  
*Clerk.*



# MAXIMUM FREIGHT RATES ON TOBACCO, UNMANUFACTURED, VIZ.:

## DESCRIPTION No. 1:

Tobacco, unmanufactured, in hogsheads or tierces, any quantity.

## DESCRIPTION No. 2:

Tobacco, unmanufactured, in boxes, crates or bales, any quantity.

Tobacco, unmanufactured, leaf, packed in baskets (see Note), any quantity.

Tobacco, unmanufactured, loose in car or on the stick, or in baskets, C. L., minimum weight 10,000 pounds.

NOTE:—Packing Requirements: Hands must be placed in tobacco shipping baskets with leaves extending towards the center of the basket, the butts of stems towards the outside, another basket placed inverted on top of the tobacco, pressed down tightly and with not more than 30 inches of space between rims of baskets, the two baskets to be fastened securely by tightly drawn wires (No. 12 gauge or thicker) completely encircling the packages on all sides, not less than six wires to be used, ends of wires to be clinched or otherwise secured that they will not come apart.

## Rates in Cents Per 100. Pounds.

Distance	DESCRIPTION No. 1					DESCRIPTION No. 2				
	SCALE A		SCALE B		SCALE C	SCALE A		SCALE B		SCALE C
	Joint Line	Joint	Joint Line	Joint	Single Line	Joint Line	Joint	Single Line	Joint	Single Line
5 miles and under.....	11½	13	19	10½	14	11½	16	20½	24	
10 miles and over 5.....	14	16	21½	13	17	14	19½	23	27	
15 miles and over 10.....	16	17	23½	16	20	17	22	26	30	
20 miles and over 15.....	17	18½	24½	18½	22½	20	25	28½	32½	
25 miles and over 20.....	18½	20	26	20	24½	21½	26	30	34½	
30 miles and over 25.....	20	21½	27½	22½	27	25	29	32½	37	
35 miles and over 30.....	21½	22½	29	24½	28½	27	30½	34½	38½	
40 miles and over 35.....	22½	24½	30	25	29½	28½	31½	35	39½	
45 miles and over 40.....	22½	24½	30	27	31	29½	33½	37	41	
50 miles and over 45.....	24½	25	32	28½	33	31	34	38½	43	
55 miles and over 50.....	25	27	32½	28½	33	31	34	38½	43	
60 miles and over 55.....	25	27	32½	29½	34	33	36	39½	44	
65 miles and over 60.....	27	28½	34½	29½	34	33	36	39½	44	
70 miles and over 65.....	27	28½	34½	29½	34	34	36	39½	44	
75 miles and over 70.....	28½	29½	36	31	35½	34	37½	41	45½	
80 miles and over 75.....	28½	29½	36	31	35½	34	37½	41	45½	
85 miles and over 80.....	29½	31	37	31	35½	34	37½	41	45½	
90 miles and over 85.....	29½	31	37	31	35½	35½	37½	41	45½	
95 miles and over 90.....	29½	31	37	33	36½	35½	38½	43	46½	
100 miles and over 95.....	31	33	38½	34	38½	35½	40	44	48½	
110 miles and over 100.....	31	33	38½	35½	39½	36½	42	45½	49½	
120 miles and over 110.....	33	34	40½	35½	39½	36½	42	45½	49½	
130 miles and over 120.....	33	34	40½	36½	41	36½	43	46½	51	
140 miles and over 130.....	34	35½	41½	36½	41	36½	43	46½	51	
150 miles and over 140.....	34	35½	41½	38½	42½	38½	44½	48½	52½	
160 miles and over 150.....	36½	38½	44	41	45	41	47½	51	55	
170 miles and over 160.....	39½	41	47	42½	47	42½	48½	52½	57	
180 miles and over 170.....	39½	41	47	44	47½	44	50	54	57½	
190 miles and over 180.....	42½	44	50	45	49½	45	51½	55	59½	
200 miles and over 190.....	44	45	51½	47	51	47	53	57	61	
210 miles and over 200.....	44	45	51½	47½	52	47½	54	57½	62	
220 miles and over 210.....	45	47	52½	49½	53½	49½	56	59½	63½	
230 miles and over 220.....	45	47	52½	49½	53½	49½	56	59½	63½	
240 miles and over 230.....	45	47	52½	49½	53½	49½	56	59½	63½	
250 miles and over 240.....	45	47	52½	51	55½	51	56½	61	65½	
260 miles and over 250.....	45	47	52½	51	55½	51	56½	61	65½	

## Rates on Tobacco—Continued

Distance	DESCRIPTION No. 1				DESCRIPTION No. 2			
	SCALE A		SCALE B		SCALE C		SCALE A	
	Joint Line	Joint Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line
270 miles and over 260-----	47	47½	54½	51	55½	51	56½	61
280 miles and over 270-----	47	47½	54½	51	55½	51	56½	61
300 miles and over 280-----	47	47½	54½	52	56½	52	58½	62
320 miles and over 300-----	47	47½	54½	53½	58	53½	60	63½
340 miles and over 320-----	47	47½	54½	55½	59	55½	61	65½
360 miles and over 340-----	47½	49½	55	55½	59	55½	61	65½
380 miles and over 360-----	49½	51	57	56½	61	56½	62½	66½
400 miles and over 380-----	49½	51	57	56½	61	56½	62½	66½
420 miles and over 400-----	51	52	58½	58	62	58	64½	68
440 miles and over 420-----	51	52	58½	58	62	58	64½	68
460 miles and over 440-----	51	52	58½	58	62	58	64½	68
480 miles and over 460-----	53½	53½	61	59	63½	59	64½	69
500 miles and over 480-----	53½	53½	61	59	63½	59	64½	69
520 miles and over 500-----	54½	54½	62	60	64½	60	64½	70
540 miles and over 520-----	55½	55½	63	61	65½	61	65½	71
560 miles and over 540-----	56½	56½	64	62	66½	62	66½	72
580 miles and over 560-----	57½	57½	65	63	67½	63	67½	73
600 miles and over 580-----	58½	58½	66	64	68½	64	68½	74
620 miles and over 600-----	59½	59½	67	65	69½	65	69½	75
640 miles and over 620-----	60½	60½	68	66	70½	66	70½	76
660 miles and over 640-----	61½	61½	69	67	71½	67	71½	77

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of seven and one-half (7½) cents Scale "C" over Scale "A" under Description No. 1 and the arbitrary of ten (10) cents Scale "C" over Scale "A" under Description No. 2 shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 324.

R. O. SELF,

Clerk.



MAXIMUM FREIGHT RATES ON TOBACCO, UNMANUFACTURED,  
VIZ.:

## DESCRIPTION No. 1:

Tobacco, unmanufactured, in hogsheads or tierces, any quantity.

## DESCRIPTION No. 2:

Tobacco, unmanufactured, in boxes, barrels, crates or bales, any quantity.

Tobacco, unmanufactured, leaf, packed in baskets (see Note), any quantity.

Tobacco, unmanufactured, loose in car or on the stick, or in baskets, C. L., minimum weight 10,000 pounds.

NOTE:—Packing Requirements: Hands must be placed in tobacco shipping baskets with leaves extending towards the center of the basket, the butts of stems towards the outside, another basket placed inverted on top of the tobacco, pressed down tightly and with not more than 30 inches of space between rims of baskets, the two baskets to be fastened securely by tightly drawn wires (No. 12 gauge or thicker) completely encircling the packages on all sides, not less than six wires to be used, ends of wires to be clinched or otherwise secured that they will not come apart.

Rates on Tobacco, unmanufactured, as described herein, will not apply where specific rates are published in Agent J. J. Cottrell's LEAF TOBACCO Tariff, I. C. C. 728, supplements thereto or reissues thereof.

By order of the Commission:

R. O. SELF,

Issued October 2, 1929.

*Clerk.*

Effective November 1, 1929.

Supplement No. 1 to Circular No. 324.

# MAXIMUM FREIGHT RATES ON FLOUR AND GRAIN PRODUCTS. VIZ.:

## DESCRIPTION No. 1:

Flour, Edible, N. O. I. B. N. (cereal or grain flours blended with fruit flour, vegetable flour or other ingredients, with or without chemical constituents), see Notes 1, 2, 3 and 4, pages 186, 187 and 188 of Consolidated Freight Classification No. 5, or reissues thereof:

In paper bags, see Note 1 below:

In pails or tubs, in metal cans in crates, in inner containers in boxes, in barrels, or in cloth bags.

Flour: Rice:

In bulk in bags or barrels.

Grain Products, see Notes 1, 2, 3 and 4, pages 233, 234 and 235 of Consolidated Freight Classification No. 5, or reissues thereof:

Grain Flour, Self-Raising, see Note 5, page 236 of Consolidated Freight Classification No. 5, or reissues thereof:

In paper bags, see Note 1 below:

In metal cans in crates, in inner containers in boxes, in barrels, or in cloth bags:

Grain Flour, N. O. I. B. N., see Note 6, page 236 of Consolidated Freight Classification No. 5, or reissues thereof:

In paper bags, see Note 1 below:

In metal cans in crates, or in inner containers in barrels or boxes:

In cloth bags or in bulk in barrels.

Grits, N. O. I. B. N., Groats or Hominy other than Canned or Flaked Hominy:

In inner containers in barrels or boxes.

Meal, Corn:

In inner containers in barrels or boxes.

In carloads, minimum weight 40,000 pounds.

## DESCRIPTION No. 2:

Flour, Edible, N. O. I. B. N. (cereal or grain flours blended with fruit flour, vegetable flour or other ingredients, with or without chemical constituents), see Notes 1, 2, 3 and 4, pages 186, 187 and 188 of Consolidated Freight Classification No. 5, or reissues thereof:

In paper bags, see Note 1 below:

In inner containers in boxes, in barrels, or in cloth bags.

Flour: Rice:

In bulk in bags or barrels.

Grain Products, see Notes 1, 2, 3 and 4, pages 233, 234 and 235 of Consolidated Freight Classification No. 5, or reissues thereof:

Grain Flour, Self Raising, see Note 5, page 236 of Consolidated Freight Classification No. 5, or reissues thereof:

In paper bags, see Note 1 below.

In inner containers in boxes, or in barrels or cloth bags.

Grain Flour, N. O. I. B. N., see Note 6, page 236 of Consolidated Freight Classification No. 5, or reissues thereof:

In paper bags, see Note 1 below:

In inner containers in barrels or boxes:

In cloth bags or in bulk in barrels.

Meal, Corn:

In inner containers in barrels or boxes:

In less carloads.

NOTE 1.—Applies when in rope stock or 5-ply multiple wall paper bags only; shipments in other kinds of paper bags not taken.



# FREIGHT RATES

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Rates in Cents Per 100 Pounds.

Distance	DESCRIPTION No. 1								DESCRIPTION No. 2							
	SCALE "A"		SCALE "B"		SCALE "C"		SCALE "A"		SCALE "B"		SCALE "C"					
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
5 miles and under	5½	8½	7	10½	8½	11½	7	10½	8½	11½	11	14½				
10 miles and over 5	7	9	8½	11½	10	12	8½	11½	10½	13	12½	15½				
15 miles and over 10	8½	10½	9	11½	11½	13½	10½	13	11½	14	14½	17				
20 miles and over 15	9	11	10½	13½	12	14	11½	13	13	16	15½	17				
25 miles and over 20	10½	13	11	14	13½	16	13	16	14	17	17	20				
30 miles and over 25	11	13½	13	16	14	16½	14	17	16	18½	18	21				
35 miles and over 30	11	13½	13	16	14	16½	14	17	16	18½	18	21				
40 miles and over 35	11	13½	13	16	14	16½	14	17	16	18½	18	21				
45 miles and over 40	13	15	13½	17	16	18	16	18½	17	20	20	22½				
50 miles and over 45	13	15	13½	17	16	18	16	18½	17	20	20	22½				
55 miles and over 50	13	15	13½	17	16	18	16	18½	17	20	20	22½				
60 miles and over 55	13	15	13½	17	16	18	16	18½	17	20	20	22½				
65 miles and over 60	13½	16	15	17½	16½	19	17	20	18½	21½	21	24				
70 miles and over 65	13½	16	15	17½	16½	19	17	20	18½	21½	21½	24				
75 miles and over 70	13½	16	15	17½	16½	19	17	20	18½	21½	21	24				
80 miles and over 75	15	17	16	19½	18	20	18½	21½	20	22½	22½	25½				
85 miles and over 80	15	17	16	19½	18	20	18½	21½	20	22½	22½	25½				
90 miles and over 85	15	17	16	19½	18	20	18½	21½	20	22½	22½	25½				
95 miles and over 90	15	17	16	19½	18	20	18½	21½	20	22½	22½	25½				
100 miles and over 95	16	18	17	20	19	21	20	22½	21½	24½	24	26½				
110 miles and over 100	16	18	17	20	19	21	20	22½	21½	24½	24	26½				
120 miles and over 110	17	19½	17	21½	20	22½	21½	24½	21½	25	25½	28½				
130 miles and over 120	17	19½	17	21½	20	22½	21½	24½	21½	25	25½	28½				
140 miles and over 130	18	20	18	22½	21	23	22½	25	22½	27	26½	29				
150 miles and over 140	19½	21½	19½	22½	22½	24½	24½	27	24½	28½	28½	31				
160 miles and over 150	19½	21½	19½	23	22½	24½	24½	27	24½	28½	28½	31				
170 miles and over 160	20	23	20	25	23	26	25	28½	25	29½	29	32½				
180 miles and over 170	20	23	20	25	23	26	25	28½	25	29½	29	32½				
190 miles and over 180	20	23	20	25	23	26	25	28½	25	29½	29	32½				
200 miles and over 190	21½	23½	21½	25	24½	26½	27	29½	27	31	31	33½				
210 miles and over 200	21½	23½	21½	25	24½	26½	27	29½	27	31	31	33½				
220 miles and over 210	23	25	23	27	26	28	28½	31	28½	33	32½	35				
230 miles and over 220	23	25	23	27	26	28	28½	31	28½	33	32½	35				
240 miles and over 230	23	26½	23	28½	26	29½	29	33	29	34	33	37				
250 miles and over 240	23	26½	23	28½	26	29½	29	33	29	34	33	37				
260 miles and over 250	25	27	25	29	28	30	31	34	31	35½	35	38				
270 miles and over 260	25	27	25	29	28	30	31	34	31	35½	35	38				
280 miles and over 270	26½	28	26½	30½	29½	31	33	35	33	36½	37	39				
300 miles and over 280	26½	28	26½	30½	29½	31	33	35	33	36½	37	39				
320 miles and over 300	27	29	27	31	30	32	34	36	34	38½	38	40				
340 miles and over 320	27	29	27	31	30	32	34	36	34	38½	38	40				
360 miles and over 340	28½	30	28½	32	31½	33	35½	37½	35½	39½	39½	41½				
380 miles and over 360	28½	30	28½	32	31½	33	35½	37½	35½	39½	39½	41½				
400 miles and over 380	28½	30	28½	32	31½	33	35½	37½	35½	39½	39½	41½				
420 miles and over 400	28½	30	28½	32	31½	33	35½	37½	35½	39½	39½	41½				
440 miles and over 420	29	31	29	33	32	34	36½	38½	36½	41	40½	42½				
460 miles and over 440	29	31	29	33	32	34	36½	38½	36½	41	40½	42½				
480 miles and over 460	29	31	29	33	32	34	36½	38½	36½	41	40½	42½				
500 miles and over 480	31	31½	31	33	34	34½	38½	39½	38½	41	42½	43½				
520 miles and over 500	31	33	31	33	34	36	38½	41	38½	41	42½	45				
540 miles and over 520	31	33	31	33	34	36	38½	41	38½	41	42½	45				
560 miles and over 540	31½	33½	31½	33½	34½	36½	39½	42	39½	42	43½	46				
580 miles and over 560	31½	33½	31½	33½	34½	36½	39½	42	39½	42	43½	46				
600 miles and over 580	31½	33½	31½	33½	34½	36½	39½	42	39½	42	43½	46				
620 miles and over 600	33	35	33	35	36	38	41	43½	41	43½	45	47½				
640 miles and over 620	33	35	33	35	36	38	41	43½	41	43½	45	47½				
660 miles and over 640	33	35	33	35	36	38	41	43½	41	43½	45	47½				



Explanation of Abbreviations: SL—Single Line; JL—Joint Line.

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of three (3) cents Scale "C" over Scale "A" under Description No. 1, and the arbitrary of four (4) cents Scale "C" over Scale "A" under Description No. 2 shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 325.

R. O. SELF,

*Clerk.*

## MAXIMUM FREIGHT RATES ON GRAIN AND GRAIN PRODUCTS AND ANIMAL OR POULTRY FEED, VIZ.:

### DESCRIPTION No. 1:

Beet Pulp, Dry:

In packages or in bulk, C. L., minimum weight 34,000 pounds.

Feed, Animal or Poultry:

Bean Refuse or Screenings:

In bags, C. L., minimum weight 36,000 pounds.

Blood Flour, Blood Meal, Bone Meal, Meat Meal or Dried Meat Scraps:

In cartons in barrels or boxes or in bulk in bags, barrels or boxes,  
C. L., minimum weight 36,000 pounds.

Buttermilk, condensed or dried, see Note:

In metal cans in barrels or boxes or in bulk in bags, barrels, boxes  
or pails, C. L., minimum weight 36,000 pounds.

NOTE:—Containers must be so branded, labeled or marked as to  
plainly indicate that they contain Animal or Poultry Feed  
(Condensed or Dried Buttermilk).

Feeding Tankage:

In cartons in barrels or boxes or in bulk in bags, barrels or boxes,  
C. L., minimum weight 36,000 pounds.

Fish Meal or Fish Scrap, ground or pulverized:

In cartons in barrels or boxes or in bulk in bags, barrels or boxes,  
C. L., minimum weight 36,000 pounds.

Meal, Alfalfa, Clover, Peanut Vine or Sorghum:

In packages or in bulk, C. L., minimum weight 36,000 pounds.

Milk, Condensed or Dried, see Note:

In bulk in bags or barrels, C. L., minimum weight 36,000 pounds.

NOTE:—Containers must be so branded, labeled or marked as to  
plainly indicate that they contain Animal or Poultry Feed  
(Condensed or Dried Buttermilk).

Mineral Mixtures for Animal or Poultry Feeding:

In cans or cartons in barrels or boxes or in bulk in bags, barrels,  
boxes or pails, C. L., minimum weight 36,000 pounds.

Peanut Feed, N. O. I. B. N.:

In bags, C. L., minimum weight 36,000 pounds.

Sour Skim Milk:

In bulk in barrels, C. L., minimum weight 36,000 pounds.

Velvet Bean (Velvet Beans and Vines, ground):

In bags or barrels, C. L., minimum weight 36,000 pounds.

Feed, Animal or Poultry, Prepared, N. O. I. B. N.: Other than Condi-  
mental or Medicinal, without or containing 25 per cent or less of  
animal product, fish meal or milk ingredients:

In packages or in bulk, C. L., minimum weight 36,000 pounds.



Feed, Animal or Poultry, Prepared, N. O. I. B. N.: Other than Condimental or Medicinal, containing more than 25 per cent of Animal Product, fish meal or milk ingredients:

In cans or cartons in barrels or boxes or in bulk in bags, barrels or boxes, C. L., minimum weight 36,000 pounds.

**Grain:**

Grain, in packages or in bulk, C. L., minimum weight 40,000 pounds.

Corn on Cob, in shuck, in bulk, C. L., minimum weight 30,000 pounds.

Grain Products: (See Notes 1, 2, 3, and 4, pages 233, 234, and 235 of C. F. C. No. 5, or re-issues thereof):

Barley or Grain Skimmings, Malthouse:

In bags or in bulk, C. L., minimum weight 40,000 pounds.

Bran, N. O. I. B. N.:

In bulk in cloth bags or barrels, in bulk in paper bags, see Note 1 below; or in bulk, C. L., minimum weight 36,000 pounds.

Feed; Grain Feed, N. O. I. B. N.:

In bulk in paper bags, see Note 1 below; in cloth bags or barrels or in bulk, C. L., minimum weight 36,000 pounds.

Feed; Gluten or Gluten Meal:

In packages or in bulk, C. L., minimum weight 36,000 pounds.

Grains, Spent: Dried:

In packages or in bulk, C. L., minimum weight 36,000 pounds.

Grains, Spent: Wet:

In barrels or in bulk, C. L., minimum weight 40,000 pounds.

Grits, N. O. I. B. N., Groats or Hominy, other than Canned or Flaked Hominy:

In paper bags, see Note 1 below; or in bulk in cloth bags, barrels or boxes, C. L., minimum weight 40,000 pounds.

Hulls, Barley, Buckwheat or Oat:

In bags, barrels or in bulk, C. L., minimum weight 30,000 pounds.

Malt:

In bags, barrels or in bulk, C. L., minimum weight 40,000 pounds.

Malt Sprouts:

In bags, C. L., minimum weight 36,000 pounds.

Meal, Corn:

In paper bags, see Note 1 below; or in cloth bags or in bulk in barrels, C. L., minimum weight 40,000 pounds.

Middlings or Shorts:

In packages or in bulk, C. L., minimum weight 36,000 pounds.

Oat Clippings:

In bags or in bulk, C. L., minimum weight 30,000 pounds.

Grain Screenings:

In packages or in bulk, C. L., minimum weight 40,000 pounds.

Meal:

Corn Cob:

In bags, barrels or boxes, C. L., minimum weight 40,000 pounds.

Velvet Bean:

In bags or barrels, C. L., minimum weight 36,000 pounds.

Vegetables, Dried:

Beans, Soy (Soja or Soya):

In packages or in bulk, C. L., minimum weight 36,000 pounds.

Beans, Velvet:

In packages or in bulk, C. L., minimum weight 40,000 pounds.

Peas, Cow:

In packages or in bulk, C. L., minimum weight 36,000 pounds.

Peas, Dried or Split:

In packages or in bulk, C. L., minimum weight 36,000 pounds.

**DESCRIPTION No. 2:**

Beet Pulp: Dry:

In bags or barrels, L. C. L.

Feed, Animal or Poultry:

Meal, Alfalfa, Clover, Peanut Vine or Sorghum:

In bags or barrels, L. C. L.

Peanut Feed, N. O. I. B. N.:

In bags, L. C. L.

Velvet Bean (Velvet Beans and Vines, ground):

In bags or barrels, L. C. L.

Feed, Animal or Poultry, Prepared, N. O. I. B. N.: Other than Con-  
dimental or medicinal, without or containing 25 per cent of ani-  
mal product, fish meal or milk ingredients:

In paper bags, see Note 1 below; or in cloth bags or in bulk in bar-  
rels or boxes, L. C. L.

Grain:

Barley; Buckwheat, Corn, N. O. I. B. N., shelled; Durra (Jerusalem  
Corn), Feterita, Kafir (Kafir Corn), Kaoliang, Milo (Milo Maize)  
or Shallu; Oats; Rye; Spelt or Wheat:

In bags, barrels or boxes, L. C. L.

Corn, N. O. I. B. N., not shelled:

In crates or in bags, barrels or boxes, L. C. L.

Grain Products, see Notes 1, 2, 3, and 4, pages 233, 234, and 235 of Con-  
solidated Freight Classification No. 5, or re-issues thereof:

Barley or Grain Skimmings, Malthouse:

In bags, L. C. L.

Bran, N. O. I. B. N.:

In bulk in paper bags, see Note 1 below; or in bulk in cloth bags or  
barrels, L. C. L.

Feed: Grain Feed, N. O. I. B. N.:

In bulk in paper bags, see Note 1 below; or in cloth bags or in bar-  
rels, L. C. L.

Feed: Gluten or Gluten Meal:

In bags or barrels, L. C. L.

Grains, Spent: Dried:

In bags or barrels, L. C. L.

Grains, Spent: Wet:

In barrels, L. C. L.

Grits, N. O. I. B. N., Groats or Hominy, other than Canned or Flaked  
Hominy:

In paper bags, see Note 1 below; or in bulk in cloth bags, barrels  
or boxes, L. C. L.

Malt:

In bags or barrels, L. C. L.

Malt Sprouts:

In bags, L. C. L.

Meal Corn:

In paper bags, see Note 1 below; or in cloth bags or in bulk in  
barrels, L. C. L.

Middlings or Shorts:

In paper bags, see Note 1 below; or cloth bags or in barrels, L. C. L.

Grain Screenings:

In bags or barrels, L. C. L.

Meal:

Corn Cob:

In bags, barrels or boxes, L. C. L.

Meal:

Velvet Bean:

In bags or barrels, L. C. L.

Vegetables, Dried:

Peas, Dried or Split:

In bags, barrels or boxes, L. C. L.

NOTE 1:—Applies when in rope stock or 5-ply multiple-wall  
paper bags only; shipments in other kinds of paper bags not  
taken.



## Rates in Cents Per 100 Pounds.

Distance	DESCRIPTION No. 1						DESCRIPTION No. 2					
	SCALE "A"		SCALE "B"		SCALE "C"		SCALE "A"		SCALE "B"		SCALE "C"	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
5 miles and under	5	7	5	8½	8	10	6	8½	6	10½	10	12½
10 miles and over 5	5½	8½	7	10½	8½	11½	7	10½	8½	11½	11	14½
15 miles and over 10	7	9	8½	11½	10	12	8½	11½	10½	13	12½	15½
20 miles and over 15	8½	10½	9	11½	11½	13½	10½	13	11½	14	14½	17
25 miles and over 20	9	11	10½	13½	12	14	11½	14	13	16	15½	18
30 miles and over 25	9	11	10½	13½	12	14	11½	14	13	16	15½	18
35 miles and over 30	10½	13	11	14	13½	16	13	16	14	17	17	20
40 miles and over 35	10½	13	11	14	13½	16	13	16	14	17	17	20
45 miles and over 40	10½	13	11	14	13½	16	13	16	14	17	17	20
50 miles and over 45	10½	13	11	14	13½	16	13	16	14	17	17	20
55 miles and over 50	11	13½	13	16	14	16½	14	17	16	18½	18	21
60 miles and over 55	11	13½	13	16	14	16½	14	17	16	18½	18	21
65 miles and over 60	11	13½	13	16	14	16½	14	17	16	18½	18	21
70 miles and over 65	11	13½	13	16	14	16½	14	17	16	18½	18	21
75 miles and over 70	11	13½	13	16	14	16½	14	17	16	18½	18	21
80 miles and over 75	13	15	13½	17	16	18	16	18½	17	20	20	22½
85 miles and over 80	13	15	13½	17	16	18	16	18½	17	20	20	22½
90 miles and over 85	13	15	13½	17	16	18	16	18½	17	20	20	22½
95 miles and over 90	13	15	13½	17	16	18	16	18½	17	20	20	22½
100 miles and over 95	13½	16	15	17½	16½	19	17	20	18½	21½	21	24
110 miles and over 100	13½	16	15	17½	16½	19	17	20	18½	21½	21	24
120 miles and over 110	15	17	15	19½	18	20	18½	21½	18½	22½	22½	25½
130 miles and over 120	15	17	16	19½	18	20	18½	21½	20	22½	22½	25½
140 miles and over 130	16	18	16	20	19	21	20	22½	20	24½	24	26½
150 miles and over 140	16	18	16	20	19	21	20	22½	20	24½	24	26½
160 miles and over 150	16	18	16	20	19	21	20	22½	20	24½	24	26½
170 miles and over 160	17	19½	17	21½	20	22½	21½	24½	21½	25	25½	28½
180 miles and over 170	17	19½	17	21½	20	22½	21½	24½	21½	25	25½	28½
190 miles and over 180	17	19½	17	21½	20	22½	21½	24½	21½	25	25½	28½
200 miles and over 190	18	20	18	22½	21	23	22½	25	22½	27	26½	29
210 miles and over 200	18	20	18	22½	21	23	22½	25	22½	27	26½	29
220 miles and over 210	19½	21½	19½	23	22½	24½	24½	27	24½	28½	28½	31
230 miles and over 220	19½	21½	19½	23	22½	24½	24½	27	24½	28½	28½	31
240 miles and over 230	20½	23	20½	25	23½	26	25½	28½	25½	29½	29½	32½
250 miles and over 240	20½	23	20½	25	23½	26	25½	28½	25½	29½	29½	32½
260 miles and over 250	21½	23½	21½	25	24½	26½	27	29½	27	31	31	33½
270 miles and over 260	21½	23½	21½	25	24½	26½	27	29½	27	31	31	33½
280 miles and over 270	23	25	23	27	26	28	28½	31	28½	33	32½	35
300 miles and over 280	23	25	23	27	26	28	28½	31	28½	33	32½	35
320 miles and over 300	23½	26½	23½	28½	26½	29½	29½	33	29½	34	33½	37
340 miles and over 320	23½	26½	23½	28½	26½	29½	29½	33	29½	34	33½	37
360 miles and over 340	25	27	25	29	28	30	31	34	31	35½	35	38
380 miles and over 360	25	27	25	29	28	30	31	34	31	35½	35	38
400 miles and over 380	25	27	25	29	28	30	31	34	31	35½	35	38
420 miles and over 400	25	27	25	29	28	30	31	34	31	35½	35	38
440 miles and over 420	26½	28	26½	29	29½	31	33	35	33	35½	37	39
460 miles and over 440	26½	28	26½	29	29½	31	33	35	33	35½	37	39
480 miles and over 460	26½	28	26½	29	29½	31	33	35	33	35½	37	39
500 miles and over 480	27	29	27	29	30	32	34	36	34	36	38	40
520 miles and over 500	27	29	27	29	30	32	34	36	34	36	38	40
540 miles and over 520	27	29	27	29	30	32	34	36	34	36	38	40
560 miles and over 540	28	29½	28	29½	31	32½	35	37	35	37	39	41
580 miles and over 560	28	29½	28	29½	31	32½	35	37	35	37	39	41
600 miles and over 580	28	29½	28	29½	31	32½	35	37	35	37	39	41
620 miles and over 600	29	31	29	31	32	34	36½	38½	36½	38½	40½	42½
640 miles and over 620	29	31	29	31	32	34	36½	38½	36½	38½	40½	42½
660 miles and over 640	29	31	29	31	32	34	36½	38½	36½	38½	40½	42½

Explanation of Abbreviations: SL—Single Line; JL—Joint Line.

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of three (3) cents Scale "C" over Scale "A" under Description No. 1, and the arbitrary of four (4) cents Scale "C" over Scale "A" under Description No. 2 shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

R. O. SELF,

*Clerk.*

Carload and less than carload rates on Vegetables, Dried, viz.: Peas, Dried or Split, listed in Description Nos. 1 and 2, on Pages 2 and 4 of this Circular, are hereby canceled, effective June 10, 1930, Supplement No. 1.

Circular No. 326.



MAXIMUM FREIGHT RATES ON ICE, PREPAID OR GUARANTEED,  
CARLOAD MINIMUM WEIGHT 24,000 POUNDS (SEE NOTE).  
ICE, PACKED, PREPAID OR GUARANTEED, LESS THAN CAR-  
LOAD.

NOTE:—With shipments of ice in carload lots, 1,000 pounds of sawdust,  
chaff, or other packing will be allowed free.

In Cents Per 100 Pounds.

Distance	SCALE "A"				SCALE "B"				SCALE "C"			
	CARLOAD		LESS CL		CARLOAD		LESS CL		CARLOAD		LESS CL	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
5 miles and under	3½	5	7	10	4	6	8	12	8½	10	17	20
10 miles and over 5	4½	5½	9	11	4½	6½	9	13	9½	10½	19	21
15 miles and over 10	5	6	10	12	5½	7	11	14	10	11	20	22
20 miles and over 15	5	7	10	14	5½	7	11	14	10	12	20	24
25 miles and over 20	5½	7	11	14	6	8	12	16	10½	12	21	24
30 miles and over 25	6	7	12	14	6½	8	13	16	11	12	22	24
35 miles and over 30	6	8	12	16	6½	8½	13	17	11	13	22	26
40 miles and over 35	7	8	14	16	7	9	14	18	12	13	24	26
50 miles and over 40	7½	8½	15	17	8	9	16	18	12½	13½	25	27
60 miles and over 50	7½	9	15	18	8½	9½	17	19	12½	14	25	28
70 miles and over 60	8	9	16	18	8½	10½	17	21	13	14	26	28
80 miles and over 70	8	9½	16	19	9	10½	18	21	13	14½	26	29
90 miles and over 80	8½	10	17	20	9	11	18	22	13½	15	27	30
100 miles and over 90	9	10	18	20	9	11	18	22	14	15	28	30
120 miles and over 100	9	10½	18	21	9	11½	18	23	14	15½	28	31
140 miles and over 120	9½	10½	19	21	9½	11½	19	23	14½	15½	29	31
160 miles and over 140	10	11½	20	23	10	11½	20	23	15	16½	30	33
180 miles and over 160	10½	12	21	24	10½	13	21	26	15½	17	31	34
200 miles and over 180	10½	12½	21	25	10½	13	21	26	15½	17½	31	35
220 miles and over 200	11½	13	23	26	11½	13½	23	27	16½	18	33	36
240 miles and over 220	12	13	24	26	12	13½	24	27	17	18	34	36
260 miles and over 240	12	13½	24	27	12	14	24	28	17	18½	34	37
280 miles and over 260	12½	13½	25	27	12½	15	25	30	17½	18½	35	37
300 miles and over 280	13	14½	26	29	13	15½	26	31	18	19½	36	39
320 miles and over 300	13½	15	27	30	13½	16	27	32	18½	20	37	40
340 miles and over 320	14½	16	29	32	14½	16	29	32	19½	21	39	42
360 miles and over 340	15	16½	30	33	15	17½	30	35	20	21½	40	43
380 miles and over 360	16	17½	32	35	16	18	32	36	21	22½	42	45
400 miles and over 380	16½	18	33	36	16½	18½	33	37	21½	23	43	46
420 miles and over 400	17½	18½	35	37	17½	19½	35	39	22½	23½	45	47
440 miles and over 420	18	19½	36	39	18	20½	36	41	23	24½	46	49
460 miles and over 440	18½	20½	37	41	18½	20½	37	41	23½	25½	47	51
480 miles and over 460	19	20½	38	41	19	20½	38	41	24	25½	48	51
500 miles and over 480	19	20½	38	41	19	20½	38	41	24	25½	48	51
520 miles and over 500	19½	21	39	42	19½	21	39	42	24½	26	49	52
540 miles and over 520	20	21½	40	43	20	21½	40	43	25	26½	50	53
560 miles and over 540	20½	22	41	44	20½	22	41	44	25½	27	51	54
580 miles and over 560	21	22½	42	45	21	22½	42	45	26	27½	52	55
600 miles and over 580	21½	23	43	46	21½	23	43	46	26½	28	53	56
620 miles and over 600	22	23½	44	47	22	23½	44	47	27	28½	54	57
640 miles and over 620	22½	24	45	48	22½	24	45	48	27½	29	55	58
660 miles and over 640	23	24½	46	49	23	24½	46	49	28	29½	56	59

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue solely to the line or lines in Group C.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of five (5) cents on carload shipments and ten (10) cents on less than carload shipments allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

SL—Single Line; JL—Joint Line.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 327.

Less than carload rates canceled June 10, 1930, by Supplement No. 1.

R. O. SELF,  
*Clerk.*



MAXIMUM FREIGHT RATES ON COTTON TIES AND BUCKLES, C. L., AND L. C. L., VIZ.:

Ties, iron or steel, cotton baling, with or without buckles (attached), in bundles; and Buckles, iron or steel, cotton baling tie, in bags, barrels, boxes or wired bundles; in straight or mixed carloads, minimum weight 30,000 pounds. L. C. L. subject to packing requirements Southern Classification.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"				SCALE "B"			
	CARLOAD		LESS CARLOAD		CARLOAD		LESS CARLOAD	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	6	----	9	----	11	----	16½	----
10 miles and over 5	7	10	10½	15	12	15	18	22½
15 miles and over 10	8	11	12	16½	13	16	19½	24
20 miles and over 15	9	12	13½	18	14	17	21	25½
25 miles and over 20	10	13	15	19½	15	18	22½	27
30 miles and over 25	11	14	16½	21	16	19	24	28½
40 miles and over 30	12	15	18	22½	17	20	25½	30
50 miles and over 40	13	16	19½	24	18	21	27	31½
60 miles and over 50	14	17	21	25½	19	22	28½	33
70 miles and over 60	15	17	22½	25½	20	22	30	33
80 miles and over 70	16	18	24	27	21	23	31½	34½
90 miles and over 80	17	19	25½	28½	22	24	33	36
100 miles and over 90	18	20	27	30	23	25	34½	37½
120 miles and over 100	19	21	28½	31½	24	26	36	39
140 miles and over 120	20	22	30	33	25	27	37½	40½
160 miles and over 140	21	23	31½	34½	26	28	39	42
180 miles and over 160	22	24	33	36	27	29	40½	43½
200 miles and over 180	23	25	34½	37½	28	30	42	45
220 miles and over 200	24	26	36	39	29	31	43½	46½
240 miles and over 220	25	27	37½	40½	30	32	45	48
260 miles and over 240	26	28	39	42	31	33	46½	49½
280 miles and over 260	27	28	40½	42	32	33	48	49½
300 miles and over 280	28	29	42	43½	33	34	49½	51
320 miles and over 300	28	29	42	43½	33	34	49½	51
340 miles and over 320	29	30	43½	45	34	35	51	52½
360 miles and over 340	29	30	43½	45	34	35	51	52½
380 miles and over 360	30	31	45	46½	35	36	52½	54
400 miles and over 380	30	31	45	46½	35	36	52½	54
420 miles and over 400	31	32	46½	48	35	37	54	55½
440 miles and over 420	31	32	46½	48	36	37	54	55½
460 miles and over 440	32	33	48	49½	37	38	55½	57
480 miles and over 460	33	34	49½	51	38	39	57	58½
500 miles and over 480	34	35	51	52½	39	40	58½	60
520 miles and over 500	35	36	52½	54	40	41	60	61½
540 miles and over 520	35	36	52½	54	40	41	60	61½
560 miles and over 540	36	37	54	55½	41	42	51½	63
580 miles and over 560	37	38	55½	57	42	43	63	64½
600 miles and over 580	37	38	55½	57	42	43	63	64½
620 miles and over 600	38	39	57	58½	43	44	64½	66
640 miles and over 620	39	40	58½	60	44	45	66	67½
660 miles and over 640	39	40	58½	60	44	45	66	67½

SCALE "A"—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of five (5) cents carload, and the arbitrary of seven and one-half (7½) cents less carload Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 328.

R. O. SELF,  
Clerk.

# MAXIMUM FREIGHT RATES ON COTTON TIES AND BUCKLES, CARLOAD AS DESCRIBED IN ORIGINAL CIRCULAR.

All less than carload rates on cotton ties and buckles as described in the original circular, are hereby canceled. Apply class rates.

By order of the Commission:

Issued September 3, 1929.

Effective October 1, 1929.

Supplement No. 1 to Circular No. 328.

R. O. SELF,

Clerk.

# MAXIMUM FREIGHT RATES ON RAILS AND RAILWAY TRACK MATERIAL, C. L. AND L. C. L., VIZ.:

Rails, railway track, loose; and railway track material, loose or in packages as provided for in Southern Classification, straight or mixed carload, minimum weight 45,000 pounds.

NOTE:—Rates on rails, railway track, per ton of 2,240 pounds, will be the same as for 2,000 pounds.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"				SCALE "B"			
	CARLOAD		LESS CARLOAD		CARLOAD		LESS CARLOAD	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
10 miles and under.....	5	8	7½	12	9	12	13½	18
20 miles and over 10.....	6	9	9	13½	10	13	15	19½
30 miles and over 20.....	7	10	10½	15	11	14	16½	21
40 miles and over 30.....	8	11	12	16½	12	15	18	22½
50 miles and over 40.....	9	12	13½	18	13	16	19½	24
60 miles and over 50.....	10	13	15	19½	14	17	21	25½
70 miles and over 60.....	11	13	16½	19½	15	17	22½	25½
80 miles and over 70.....	12	14	18	21	16	18	24	27
90 miles and over 80.....	13	15	19½	22½	17	19	25½	28½
100 miles and over 90.....	14	16	21	24	18	20	27	30
110 miles and over 100.....	15	17	22½	25½	19	21	28½	31½
120 miles and over 110.....	16	18	24	27	20	22	30	33
130 miles and over 120.....	17	19	25½	28½	21	23	31½	34½
140 miles and over 130.....	17	19	25½	28½	21	23	31½	34½
150 miles and over 140.....	18	20	27	30	22	24	33	36
160 miles and over 150.....	18	20	27	30	22	24	33	36
170 miles and over 160.....	19	21	28½	31½	23	25	34½	37½
180 miles and over 170.....	19	21	28½	31½	23	25	34½	37½
190 miles and over 180.....	20	22	30	33	24	26	36	39
200 miles and over 190.....	20	22	30	33	24	26	36	39
220 miles and over 200.....	21	23	31½	34½	25	27	37½	40½
240 miles and over 220.....	22	24	33	36	26	28	39	42
260 miles and over 240.....	22	24	33	36	26	28	39	42
280 miles and over 260.....	23	24	34½	36	27	28	40½	42
300 miles and over 280.....	23	24	34½	36	27	28	40½	42
320 miles and over 300.....	24	25	36	37½	28	29	42	43½
340 miles and over 320.....	24	25	36	37½	28	29	42	43½
360 miles and over 340.....	25	26	37½	39	29	30	43½	45
380 miles and over 360.....	25	26	37½	39	29	30	43½	45
400 miles and over 380.....	26	27	39	40½	30	31	45	46½
420 miles and over 400.....	26	27	39	40½	30	31	45	46½
440 miles and over 420.....	27	28	40½	42	31	32	46½	48
460 miles and over 440.....	27	28	40½	42	31	32	46½	48
480 miles and over 460.....	29	30	43½	45	33	34	49½	51
500 miles and over 480.....	29	30	43½	45	33	34	49½	51
520 miles and over 500.....	30	31	45	46½	34	35	51	52½



## Rates on Rails, Etc.—Continued

Distance	SCALE "A"				SCALE "B"			
	CARLOAD		LESS CARLOAD		CARLOAD		LESS CARLOAD	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
540 miles and over 520-----	30	31	45	46½	34	35	51	52½
560 miles and over 540-----	31	32	46½	48	35	36	52½	54
580 miles and over 560-----	32	33	48	49½	36	37	54	55½
600 miles and over 580-----	32	33	48	49½	36	37	54	55½
620 miles and over 600-----	33	34	49½	51	37	38	55½	57
640 miles and over 620-----	33	34	49½	51	37	38	55½	57
660 miles and over 640-----	34	35	51	52½	38	39	57	58½

SCALE "A"—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of four (4) cents carload, and the arbitrary of six (6) cents less carload Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:  
 Issued August 1, 1929.  
 Effective September 1, 1929.  
 Circular No. 329.

R. O. SELF,  
*Clerk.*

# MAXIMUM FREIGHT RATES ON MACHINERY AND MACHINES, CARLOAD, VIZ.:

## DESCRIPTION No. 1:

Machinery and Machines, and/or parts thereof, rated sixth class in Southern Classification, Carload minimum weight as provided in Southern Classification.

## DESCRIPTION No. 2:

Machinery and Machines, and/or parts thereof, rated fifth class in Southern Classification, Carload minimum weight as provided in Southern Classification.

## DESCRIPTION No. 3:

Machinery and Machines, and/or parts thereof, rated fourth class in Southern Classification, Carload minimum weight as provided in Southern Classification.

## DESCRIPTION No. 4:

Machinery and Machines, and/or parts thereof, rated third class in Southern Classification, Carload minimum weight as provided in Southern Classification.

### Rates in Cents Per 100 Pounds.

Distance	SCALE "A"							
	DESCRIPTION No. 1		DESCRIPTION No. 2		DESCRIPTION No. 3		DESCRIPTION No. 4	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
5 miles and under-----	7	10½	8½	11½	10½	14	11½	16
10 miles and over 5-----	8½	11½	11½	14	13	17	16	20
15 miles and over 10-----	10½	13	13	16	16	20	18	22½
20 miles and over 15-----	11½	14	14	17	18½	22½	22½	27
25 miles and over 20-----	13	16	16	18½	20	24½	25	29½
30 miles and over 25-----	14	17	17	20	22½	27	28½	33
35 miles and over 30-----	14	17	18½	21½	24½	28½	29½	34
40 miles and over 35-----	16	18½	20	22½	25	29½	31	35½
45 miles and over 40-----	16	18½	20	22½	27	31	33	36½
50 miles and over 45-----	17	20	21½	24½	28½	33	34	38½
55 miles and over 50-----	17	20	22½	25	28½	33	35½	39½
60 miles and over 55-----	18½	21½	22½	25	29½	34	36½	41
65 miles and over 60-----	18½	21½	24½	27	29½	34	38½	42½
70 miles and over 65-----	20	22½	24½	27	29½	34	39½	44
75 miles and over 70-----	20	22½	25	28½	31	35½	41	45
80 miles and over 75-----	21½	24½	25	28½	31	35½	42½	47
85 miles and over 80-----	21½	24½	27	29½	31	35½	42½	47
90 miles and over 85-----	21½	24½	27	29½	31	35½	44	47½
95 miles and over 90-----	22½	25	27	29½	33	36½	44	47½
100 miles and over 95-----	22½	25	28½	31	34	38½	45	49½
110 miles and over 100-----	22½	25	28½	31	35½	39½	47	51
120 miles and over 110-----	24½	27	29½	33	35½	39½	47½	52
130 miles and over 120-----	24½	27	29½	33	36½	41	49½	53½
140 miles and over 130-----	25	28½	31	34	36½	41	51	55½
150 miles and over 140-----	25	28½	31	34	38½	42½	52	56½
160 miles and over 150-----	27	29½	34	36½	41	45	55½	59
170 miles and over 160-----	28½	31	36½	39½	42½	47	56½	61
180 miles and over 170-----	28½	31	36½	39½	44	47½	58	62
190 miles and over 180-----	29½	33	39½	42½	45	49½	59	63½
200 miles and over 190-----	31	34	41	44	47	51	61	65
210 miles and over 200-----	31	34	41	44	47½	52	62	66½
220 miles and over 210-----	33	35½	42½	45	49½	53½	63½	67½
230 miles and over 220-----	33	35½	42½	45	49½	53½	63½	67½
240 miles and over 230-----	33	35½	42½	45	49½	53½	63½	67½
250 miles and over 240-----	33	35½	42½	45	51	55½	63½	67½
260 miles and over 250-----	33	35½	42½	45	51	55½	63½	67½



## Rates on Machinery—Continued

Distance	SCALE "A"							
	DESCRIPTION No. 1		DESCRIPTION No. 2		DESCRIPTION No. 3		DESCRIPTION No. 4	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
270 miles and over 260.....	33	35½	44	47	51	55½	65	69½
280 miles and over 270.....	33	35½	44	47	51	55½	65	69½
300 miles and over 280.....	34	36½	44	47	52	56½	66½	70
320 miles and over 300.....	34	36½	44	47	53½	58	67½	72
340 miles and over 320.....	34	36½	44	47	55½	59	69½	73½
360 miles and over 340.....	34	36½	45	47½	55½	59	69½	73½
380 miles and over 360.....	35½	38½	47	49½	56½	61	70	74½
400 miles and over 380.....	35½	39½	47	49½	56½	61	70	74½
420 miles and over 400.....	36½	39½	47½	51	58	62	72	76
440 miles and over 420.....	36½	39½	47½	51	58	62	72	76
460 miles and over 440.....	36½	39½	47½	51	58	62	73½	78
480 miles and over 460.....	38½	41	49½	53½	59	63½	73½	78
500 miles and over 480.....	38½	41	49½	53½	59	63½	74½	79
520 miles and over 500.....	39½	42	50½	54½	60	64½	76	80½
540 miles and over 520.....	39½	42	50½	54½	60	64½	76	80½
560 miles and over 540.....	40½	43	51½	55½	61	65½	77½	82
580 miles and over 560.....	40½	43	51½	55½	61	65½	77½	82
600 miles and over 580.....	42	45	53	57	63	67	79	84
620 miles and over 600.....	42	45	53	57	63	67	79	84
640 miles and over 620.....	43	46	54	58	64	68	81	86
660 miles and over 640.....	43	46	54	58	64	68	81	86

## Rates in Cents Per 100 Pounds.

Distance	SCALE "B"							
	DESCRIPTION No. 1		DESCRIPTION No. 2		DESCRIPTION No. 3		DESCRIPTION No. 4	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
5 miles and under.....	15	18½	17½	20½	21½	25	25½	30
10 miles and over 5.....	16½	19½	20½	23	24	28	30	34
15 miles and over 10.....	18½	21	22	25	27	31	32	36½
20 miles and over 15.....	19½	22	23	26	29½	33½	36½	41
25 miles and over 20.....	21	24	25	27½	31	35½	39	43½
30 miles and over 25.....	22	25	26	29	33½	38	42½	47
35 miles and over 30.....	22	25	27½	30½	35½	39½	43½	48
40 miles and over 35.....	24	26½	29	31½	36	40½	45	49½
45 miles and over 40.....	24	26½	29	31½	38	42	47	50½
50 miles and over 45.....	25	28	30½	33½	39½	44	48	52½
55 miles and over 50.....	25	28	31½	34	39½	44	49½	53½
60 miles and over 55.....	26½	29½	31½	34	40½	45	50½	55
65 miles and over 60.....	26½	29½	33½	36	40½	45	52½	56½
70 miles and over 65.....	28	30½	33½	36	40½	45	53½	58
75 miles and over 70.....	28	30½	34	37½	42	46½	55	59
80 miles and over 75.....	29½	32½	34	37½	42	46½	56½	61
85 miles and over 80.....	29½	32½	36	38½	42	46½	56½	61
90 miles and over 85.....	29½	32½	36	38½	42	46½	58	61½
95 miles and over 90.....	30½	33	36	38½	44	47½	58	61½
100 miles and over 95.....	30½	33	37½	40	45	49½	59	63½
110 miles and over 100.....	30½	33	37½	40	46½	50½	61	65
120 miles and over 110.....	32½	35	38½	42	46½	50½	61½	66
130 miles and over 120.....	32½	35	38½	42	47½	52	63½	67½
140 miles and over 130.....	33	36½	40	43	47½	52	65	69½
150 miles and over 140.....	33	36½	40	43	49½	53½	66	70½
160 miles and over 150.....	35	37½	43	45½	52	56	69½	73

## Rates on Machinery—Continued

Distance	SCALE "B"							
	DESCRIPTION No. 1		DESCRIPTION No. 2		DESCRIPTION No. 3		DESCRIPTION No. 4	
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
170 miles and over 160-----	36½	39	45½	48½	53½	58	70½	75
180 miles and over 170-----	36½	39	45½	48½	55	58½	72	76
190 miles and over 180-----	37½	41	48½	51½	56	60½	73	77½
200 miles and over 190-----	39	42	50	53	58	62	75	79
210 miles and over 200-----	39	42	50	53	58½	63	76	80½
220 miles and over 210-----	41	43½	51½	54	60½	64½	77½	81½
230 miles and over 220-----	41	43½	51½	54	60½	64½	77½	81½
240 miles and over 230-----	41	43½	51½	54	60½	64½	77½	81½
250 miles and over 240-----	41	43½	51½	54	62	66½	77½	81½
260 miles and over 250-----	41	43½	51½	54	62	66½	77½	81½
270 miles and over 260-----	41	43½	53	56	62	66½	79	83½
280 miles and over 270-----	41	43½	53	56	62	66½	79	83½
300 miles and over 280-----	42	44½	53	56	63	67½	80½	84
320 miles and over 300-----	42	44½	53	56	64½	69	81½	86
340 miles and over 320-----	42	44½	53	56	66½	70	83½	87½
360 miles and over 340-----	42	44½	54	56½	66½	70	83½	87½
380 miles and over 360-----	43½	46½	56	58½	67½	72	84	88½
400 miles and over 380-----	43½	46½	56	58½	67½	72	84	88½
420 miles and over 400-----	44½	47½	56½	60	69	73	86	90
440 miles and over 420-----	44½	47½	56½	60	69	73	86	90
460 miles and over 440-----	44½	47½	56½	60	69	73	87½	92
480 miles and over 460-----	46½	49	58½	62½	70	74½	87½	92
500 miles and over 480-----	46½	49	58½	62½	70	74½	88½	93
520 miles and over 500-----	47½	50	59½	63½	71	75½	90	94½
540 miles and over 520-----	47½	50	59½	63½	71	75½	90	94½
560 miles and over 540-----	48½	51	60½	64½	72	76½	91½	96
580 miles and over 560-----	48½	51	60½	64½	72	76½	91½	96
600 miles and over 580-----	50	53	62	66	74	78	93	98
620 miles and over 600-----	50	53	62	66	74	78	93	98
640 miles and over 620-----	51	54	63	67	75	79	95	100
660 miles and over 640-----	51	54	63	67	75	79	95	100

SCALE "A" RATES—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers named in Group D of Circular No. 290. The arbitraries of eight (8), nine (9), eleven (11) and fourteen (14) cents per hundred pounds allowed under Description Numbers 1, 2, 3 and 4, respectively, in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
Clerk.

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 330.

Canceled June 10, 1930, by Supplement No. 3.

# MAXIMUM FREIGHT RATES ON MACHINERY AND MACHINES, CARLOAD.

Change Description Nos. 1, 2, 3 and 4 on Page 1 of Circular No. 330, to read as follows:

## DESCRIPTION No. 1:

Machinery and Machines, and/or parts thereof, rated sixth class in Southern Classification, Carload minimum weight as provided in Southern



Classification or in Notes A and B of Exceptions to Southern Classification.

**DESCRIPTION No. 2:**

Machinery and Machines, and/or parts thereof, rated fifth class in Southern Classification, Carload minimum weight as provided in Southern Classification or in Notes A and B of Exceptions to Southern Classification.

**DESCRIPTION No. 3:**

Machinery and Machines, and/or parts thereof, rated fourth class in Southern Classification, Carload minimum weight as provided in Southern Classification or in Notes A and B of Exceptions to Southern Classification.

**DESCRIPTION No. 4:**

Machinery and Machines, and/or parts thereof, rated third class in Southern Classification, Carload minimum weight as provided in Southern Classification or in Notes A and B of Exceptions to Southern Classification.

By order of the Commission:

R. O. SELF,

Issued September 2, 1929.

*Clerk.*

Effective October 1, 1929.

Supplement No. 1 to Circular No. 330.

Canceled June 10, 1930, by Supplement No. 3.

**MAXIMUM FREIGHT RATES ON MACHINERY AND MACHINES,  
CARLOAD.**

Change Description Nos. 1, 2, 3 and 4 on Page 1 of Circular No. 330 and Supplement 1, thereto, to read as follows:

**DESCRIPTION No. 1:**

Machinery and Machines, and/or parts thereof, rated sixth class in Southern Classification, and Notes A and B of exceptions thereto; Carload minimum weight as provided in Southern Classification or in Notes A and B of Exceptions to Southern Classification.

**DESCRIPTION No. 2:**

Machinery and Machines, and/or parts thereof, rated fifth class in Southern Classification, Carload minimum weight as provided in Southern Classification or in Notes A and B of Exceptions to Southern Classification.

**DESCRIPTION No. 3:**

Machinery and Machines, and/or parts thereof, rated fourth class in Southern Classification, Carload minimum weight as provided in Southern Classification or in Notes A and B of Exceptions to Southern Classification.

**DESCRIPTION No. 4:**

Machinery and Machines, and/or parts thereof, rated third class in Southern Classification, Carload minimum weight as provided in Southern Classification or in Notes A and B of Exceptions to Southern Classification.

By order of the Commission:

R. O. SELF,

Issued September 9, 1929.

*Clerk.*

Effective October 1, 1929.

Supplement No. 2 to Circular No. 330. (Cancels Supplement No. 1.)

Canceled June 10, 1930, by Supplement No. 3.

**MAXIMUM FREIGHT RATES ON SPECIAL IRON AND STEEL  
ARTICLES, C. L. AND L. C. L.**

Rates published herein apply (except as otherwise provided) on the following articles in straight or mixed carloads.

**NOTE:**—Mixed carloads of iron and steel articles named below will be taken at the highest minimum weight applying to any article in the shipment.



- (\*) Special iron rates will only apply on articles bearing this reference (\*) when shipped in mixed carloads with other articles in the special iron list.

**Agricultural Implement Parts, other than hand:**

- Harrow spikes or teeth, curved, in bundles, barrels or boxes, C. L., minimum weight 36,000 pounds.
- Harrow spikes or teeth, straight, loose or in packages, C. L., minimum weight 36,000 pounds.
- Plow or cultivator parts, iron or steel, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.
- Anchors, iron or steel; building, in barrels, boxes, bundles or crates, C. L., minimum weight 36,000 pounds.
- Balls, crushing or grinding, iron or steel, C. L., minimum weight 40,000 pounds.
- Bands, shingle, iron or steel, in barrels, boxes, bundles or crates, C. L., minimum weight 36,000 pounds.
- Bars, grate, cast iron:
  - Other than steam boiler, loose or in packages, C. L., minimum weight 36,000 pounds.
  - Steam boiler, loose or in packages, C. L., minimum weight 36,000 pounds.
- Bins, or cribs, grain storage, iron or steel, K. D., loose or in packages, C. L., minimum weight 36,000 pounds.
- Boiler parts, iron or steel:
  - Braces, loose or in packages, C. L., minimum weight 36,000 pounds.
  - Doors, with or without frames, loose or in packages, C. L., minimum weight 36,000 pounds.
  - Flues or tubes, loose or in bundles, C. L., minimum weight 36,000 pounds.
  - Heads (ends), unfinished, see Note, loose or in packages, C. L., minimum weight 36,000 pounds.
- NOTE:—Rating applies only on heads (ends), not further finished than flanging or cutting or punching of manholes.
- Plates, loose or in packages, C. L., minimum weight 36,000 pounds.
- Bolts or nuts, N. O. I. B. N.:
  - Iron or steel, galvanized or plain, loose or in bags, barrels or boxes, or in barrels with cloth tops, C. L., minimum weight 36,000 pounds.
- Boxes, service:
  - Water meter, cast iron, or cast iron and plate or sheet iron or steel combined, loose or in packages, C. L., minimum weight 36,000 pounds.
- Cesspools, iron or steel body, loose or in packages, C. L., minimum weight 36,000 pounds.
- Clevises, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.
- Concrete road joints, iron or steel, with or without iron or steel pins, nested, loose or in bundles, C. L., minimum weight 36,000 pounds.
- Culverts, iron or steel, cast, taken apart lengthwise, loose or in packages, C. L., minimum weight 36,000 pounds.
- Dowel pins, iron or steel, in bags or in cartons in barrels or boxes, or in bulk in barrels or boxes, C. L., minimum weight 36,000 pounds.
- Elevator guides, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.
- Elevator weights, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.
- Ferro-alloys:
  - Ferro-manganese or ferro-phosphorus, in packages or in bulk, C. L., minimum weight 50,000 pounds.
  - Ferro-silicon, in packages or in bulk, C. L., minimum weight 50,000 pounds.
- Forms or molds, concrete construction, N. O. I. B. N., iron or steel, K. D., or flat, loose or in packages, C. L., minimum weight 36,000 pounds.
- Furnace parts, open hearth, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.
- Guy wire clamps, iron or steel, in straight or mixed, C. L., with articles rated special iron and steel, minimum weight 36,000 pounds.



Hangers or stirrups, joist, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Hoop iron or steel, cut to shape; punched or not punched, but not further finished, in coils or bundles or loose, C. L., minimum weight 36,000 pounds.

Iron or steel:

Angles, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Arches, floor (see Note), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE:—Ratings apply on floor arches used either for permanent installation or as forms for concrete construction.

Band or hoop, loose or in packages, C. L., minimum weight 36,000 pounds.

Bands or rods, structural, weighing each 15 pounds or over, with heads, eyes, loops or screw threads, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Bars, muck or puddle, loose or in packages, C. L., minimum weight 50,000 pounds.

Bars, sheet or tin plate, loose or in packages, C. L., minimum weight 50,000 pounds.

Bars, N. O. I. B. N. (see Note 1-A), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE 1-a:—Ratings apply on drawn or rolled iron or steel bars, either square, round or otherwise shaped in the drawing or rolling process, also on such bars when bent, twisted or otherwise deformed, galvanized, ground, hammered, punched or sheared, but ratings will not apply if further work has been done.

Bases or shoes, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Beams, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Billets, other than copper clad, blooms or ingots (see Note), loose or in packages, C. L., minimum weight 50,000 pounds.

NOTE:—Ratings on billets or blooms apply on raw or unfinished material, rough rolled, not smooth or surface finished, to be re-heated for the purpose of re-rolling, forging, hammering or piercing which may be transported on open cars without damage from the weather and which are of the following dimensions: Billets and blooms, square or oblong shaped with rounded corners, but not round, flat or oval, the combined width of the four sides of each being fourteen (14) inches or over; also billets of smaller sizes provided they are square shaped with rounded corners, one and one-half inches square or over weighing each one hundred and fifty pounds or over; also round billets, the diameter of which is three inches or over.

Blanks, stampings or unfinished shapes, N. O. I. B. N., from plate or sheet iron or steel (see Note), in the rough (blanks, stampings or unfinished shapes in one piece, not further finished, except that they may be primed, leaded or tarred with one coat only, to preserve from rust), U. S. standard gauge 16 or thicker, loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE:—Where blanks, stampings or shapes require no further work before becoming finished articles, or where they have been further finished than in the rough by mechanical process or by being bronzed, coppered, acid-coppered, enameled, galvanized, japanned, painted, plated, tinned or coated by any other process, the general or specific description for the article must be used; in the absence of such description, blanks, shapes or stampings of 16 gauge or thicker will be subject to ratings for iron or steel hardware, N. O. I. B. N., page 243, Item 17, Southern Classification No. 48, supplements thereto or re-issues thereof, and blanks, shapes or stampings of 17 gauge or thinner will be subject to the ratings for sheet iron or sheet steel ware, N. O. I. B. N., page 389, Items 12-14, Southern Classification No. 48, supplements thereto or re-issues thereof.



Braces or brackets, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Briquettes, loose or in packages, C. L., minimum weight 50,000 pounds.

Caps or capitals, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Castings, N. O. I. B. N. (See Notes 1 and 2):

In the rough (castings as from the mold, except that fins, sinker heads and gates may be removed, the castings may be annealed, cleaned or tumbled, bolt holes may be made but not threaded, and castings may be primed, leaded or tarred with one coat only, to preserve from rust), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE 1:—Where a casting in the rough constitutes an article for which a specific classification item or rate is provided when in an unfinished condition, or where a casting in the rough requires no further work before becoming a finished article for which a specific classification item or rate is provided, such specific classification item or rate must be used and the castings, N. O. I. B. N., rating will not apply. Where a casting that is coated or tooled or castings that are joined together constitute an article for which a specific classification item or rate is provided when in an unfinished condition, or where a casting that is coated or tooled or castings that are joined together require no further work before becoming a finished article, the general or specific classification item or rate provided for the article must be used and the castings, N. O. I. B. N., rating will not apply, and in the absence of such general or specific classification item or rate, the rating for iron or steel hardware, N. O. I. B. N., page 243, Item 17, Southern Classification No. 48, supplements thereto or re-issues thereof, will apply.

NOTE 2:—The castings, N. O. I. B. N., specifications and ratings are not applicable to die castings. A die casting is subject to the general or specific classification item or rate provided for the article which it constitutes, and in the absence of such general or specific classification item or rate the rating for iron or steel hardware, N. O. I. B. N., page 243, Item 17, Southern Classification No. 48, supplements thereto or re-issues thereof, will apply.

Channels, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Columns, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Drippings, spillings or spittings, loose or in packages, C. L., minimum weight 50,000 pounds.

Foot walks, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Forgings, N. O. I. B. N., not including products of plate or sheet iron or steel (see Note):

In the rough (forgings as from the hammer or press. Such forgings may also be rough turned to one-eighth inch of finished size; bolt or center holes rough bored but not threaded; fins removed; tumbled; or primed, leaded or tarred with one coat only to preserve from rust), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE:—Where a forging in the rough constitutes an article for which a specific classification item or rate is provided when in an unfinished condition, or where a forging in the rough requires no further work before becoming a finished article for which a specific classification item or rate is provided, such specific classification item or rate must be used and the forgings, N. O. I. B. N., rating will not apply. Where a forging that is coated or tooled or where forgings that are joined together constitute an article for which a specific item or rate is provided when in an unfinished condition, or where a forging that is coated or tooled or where forgings that are joined together require no further work before becoming a finished article, the general or specific classification item or rate provided for the article must be used and the forgings, N. O. I. B. N., rating will not apply; and in



the absence of such general or specific classification item or rate, the rating for iron or steel hardware, N. O. I. B. N., page 243, Item 17, Southern Classification No. 48, supplements thereto or re-issues thereof, will apply.

Furnace salamanders or ladle skulls, loose or in packages, C. L., minimum weight 50,000 pounds.

Girders, N. O. I. B. N.:

Lattice, loose or in packages, C. L., minimum weight 30,000 pounds.

Other than lattice, loose or in packages, C. L., minimum weight 36,000 pounds.

Inserts, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Lag bolts or lag screws, in barrels or boxes, C. L., minimum weight 36,000 pounds.

Lathing or ribbing, expanded metal, loose or in bundles, C. L., minimum weight 36,000 pounds.

Lintels, loose or in packages, C. L., minimum weight 36,000 pounds.

Mill cinder or mill scale, in packages or in bulk, C. L., minimum weight 56,000 pounds.

Pebbles, grinding or polishing (pebble castings, bar cuttings or punchings, for grinding or polishing mills), in packages or in bulk, C. L., minimum weight 40,000 pounds.

Pig iron, loose or in packages, C. L., minimum weight 50,000 pounds.

Pins, bridge or drift, loose or in packages, C. L., minimum weight 36,000 pounds.

Plate, armor or deck, loose or in packages, C. L., minimum weight 36,000 pounds.

Plate, nail or tack, loose or in packages, C. L., minimum weight 36,000 pounds.

Plate or sheet, N. O. I. B. N., galvanized, painted or plain, corrugated or not corrugated, loose or in packages, C. L., minimum weight 36,000 pounds.

Plates, floor, loose or in packages, C. L., minimum weight 36,000 pounds.

Plates, structural, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Posts, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Props (supports), mine, loose or in packages, C. L., minimum weight 36,000 pounds.

(\*) Rails, railway track, N. O. I. B. N., loose, C. L., minimum weight 40,000 pounds.

(\*) Rails, N. O. I. B. N., loose, C. L., minimum weight 40,000 pounds.

Rods, tie, structural, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Separators, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Sills, door or window, loose or in packages, C. L., minimum weight 36,000 pounds.

Skelp, loose or in packages, C. L., minimum weight 50,000 pounds.

Slabs, in the rough (see Note), loose or in packages, C. L., minimum weight 50,000 pounds.

NOTE:—Ratings will apply on raw or unfinished material, rough rolled and not smooth or surface finished, to be re-heated for the purpose of re-rolling, forging, hammering or piercing, which may be transported on open cars without damage from the weather and which is of the following dimensions; slabs one and one-half ( $1\frac{1}{2}$ ) inches or over in thickness, the combined width of the four sides of each being fourteen (14) inches or over.

Spiegel-eisen (spiegel-iron), loose or in packages, C. L., minimum weight 50,000 pounds.

Staples, ingot mold, loose or in packages, C. L., minimum weight 36,000 pounds.



Structural forms, N. O. I. B. N., fabricated from bars, plates or shapes, 3/16 inch (U. S. Standard Gauge No. 7 and over in thickness), loose or in packages, C. L., minimum weight 36,000 pounds.

Strutts, structural, loose or in packages, C. L., minimum weight 36,000 pounds.

Studding or furring, loose or in packages, C. L., minimum weight 36,000 pounds.

Studding sockets, loose or in packages, C. L., minimum weight 36,000 pounds.

Tees, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Trusses, loose or in packages, C. L., minimum weight 30,000 pounds.

Wire rods, or chain iron or steel (see Note), in coils, C. L., minimum weight 50,000 pounds.

NOTE:—Ratings apply on rolled wire rods, or rolled chain iron or steel, not drawn through a die, in coils, not in straight lengths, not less than No. 8 gauge nor over 1¼ inches in diameter, which may be transported on open cars without damage from the weather.

Zees, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

(\*) **MACHINERY AND MACHINES:**

**Power Transmission Machinery:**

Shafts or shafting, iron or steel, other than crank shafts, without cams, couplings, or fittings, not key-leaved nor key-seated, loose or in packages, C. L., minimum weight 36,000 pounds.

Manhole covers or frames, street, catch basins, catch basin covers or sewer inlets, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Molds, pig iron, iron or steel, loose or in packages, C. L., minimum weight 50,000 pounds.

Nails or spikes, iron or steel, N. O. I. B. N., cement coated or galvanized or plain, in bags, boxes or in kegs, C. L., minimum weight 36,000 pounds.

Nut locks, iron or steel, N. O. I. B. N., in boxes, bundles or kegs, C. L., minimum weight 36,000 pounds.

Piling, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Pipe, iron or steel, cast:

Cast, with prepared joints (see Note), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE:—Prepared joint consisting of lead, jute and iron wedges, inserted in bell or large end, securely held in place by wood blocks and not projecting beyond end of pipe.

Cast, N. O. I. B. N., loose or in packages, C. L., minimum weight 30,000 pounds.

Pipe, iron or steel:

Cement covered or cement lined, loose or in packages, C. L., minimum weight 36,000 pounds.

Conduit, wrought, loose or in packages, C. L., minimum weight 46,000 pounds.

Pipe or tubing, iron or steel:

Plate or sheet, N. O. I. B. N.:

U. S. Standard Gauge No. 7 or thicker, inside diameter 3 inches or less, loose or in packages, C. L., minimum weight 36,000 pounds.

U. S. Standard Gauge No. 16 or thicker, but not thicker than U. S. Standard Gauge No. 8, inside diameter 3 inches or less, loose or in packages, C. L., minimum weight 36,000 pounds.

U. S. Standard Gauge No. 22 or thicker, but not thicker than U. S. Standard Gauge No. 17, inside diameter 3 inches or less, side seams closed, not nested; or side seams closed nested, loose or in packages, C. L., minimum weight 36,000 pounds.



Wrought, not plate nor sheet (see Note), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE:—Ratings apply only on pipe or tubing made from skelp iron or steel or on seamless pipe or tubing made from billets or disks.

#### Pipe Fittings:

Hangers, iron or steel, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

Rings, iron or steel, for protecting threaded ends of iron or steel pipe, in bags, barrels, boxes or bundles, C. L., minimum weight 36,000 pounds.

Supports, iron or steel, consisting of anchors, arches, brackets, chairs, rests, rolls or sleeves, loose or in packages, C. L., minimum weight 36,000 pounds.

Pipe Fittings, N. O. I. B. N., iron or steel, not plated, loose or in packages, C. L., minimum weight 36,000 pounds.

#### Plaster ground:

Corner bead, corner bead clips, cove base, cove base fastenings, picture mouldings or wall grounds, iron or steel, in bundles, boxes or crates C. L., minimum weight 36,000 pounds.

#### Pole Line Construction Material:

##### Iron or steel:

Cross arms, loose or in packages, C. L., minimum weight 36,000 pounds.

Cross-arm braces, loose or in packages, C. L., minimum weight 36,000 pounds.

Ground rods, in bundles, boxes or crates, C. L., minimum weight 36,000 pounds.

Guy hooks, hub plates, pole gains, pole shims, pole protection strips, pot head brackets or strain plates, loose or in packages, C. L., minimum weight 36,000 pounds.

Insulator brackets, break arms or pins (see Note), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE:—Insulator brackets, break arms or pins may have wooden heads, thimbles or tops attached.

Pole or wall brackets, loose or in packages, C. L., minimum weight 36,000 pounds.

Pole steps, loose or in packages, C. L., minimum weight 36,000 pounds.

Poles, electric wire, iron or steel, loose, C. L., minimum weight 36,000 pounds.

Posts, lamp, iron or steel, without electric fixtures, loose or in packages, C. L., minimum weight 36,000 pounds.

#### Railway Equipment:

##### Car Bodies:

Bodies for railway cars, with more than four wheels, N. O. I. B. N.-K. D., iron or steel, loose or in packages, C. L., minimum weight 30,000 pounds, subject to Rule 34 of Southern Classification.

Cars, railway, not moved on own wheels:

Railway cars, with more than four wheels, N. O. I. B. N., bodies K. D., iron or steel, loose or in packages, C. L., minimum weight 30,000 pounds.

##### Railway Car or Locomotive Parts:

Axles, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Beams, brake, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Bearings, bolster, C. L., minimum weight 36,000 pounds.

Bolsters, car, C. L., minimum weight 36,000 pounds.

Boxes, journal, iron or steel, without bearings, loose or in packages, C. L., minimum weight 36,000 pounds.

Brake shoes or brake shoe parts, loose or in packages, C. L., minimum weight 36,000 pounds.

Coupler knuckles, loose or in packages, C. L., minimum weight 36,000 pounds.



- Couplers, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Draft rigging, C. L., minimum weight 36,000 pounds.  
 Ends, car, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Floors, car, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Journal box pedestal liners, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Pins, coupling, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Plates, center or spring, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Sills, car, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Springs, car or locomotive, C. L., minimum weight 36,000 pounds.  
 Stakes, or stake packets, car, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Tires, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Truck frames or sides, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Trucks, without motors, loose or in packages, C. L., minimum weight 30,000 pounds.  
 Underframes, car, iron or steel, loose or in packages, C. L., minimum weight 30,000 pounds.  
 Wheels, iron or steel, loose or attached to axles, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Yokes, coupler, C. L., minimum weight 36,000 pounds.  
 Railway car parts, iron or steel, including railway car castings, forgings or stampings, N. O. I. B. N., in the rough (not put together and as from the mold, forge, press or stamp, except that fins, gates and sinker heads may be removed, articles may be cleaned or tumbled, bolt holes may be made but not threaded, castings may be annealed, and articles may be primed, leaded or tarred with one coat only to preserve from rust), loose or in packages, C. L., minimum weight 36,000 pounds.
- (\*) Railway Track Material, iron or steel:  
 Angle bars or plates; anti-rail creeper fastenings; base plates; crossings, cross-overs or crossing foundations; derailleurs with or without flags or targets; draw bridge guides; foot guards; frogs, frog filler or filler blocks; guard rail clamps; guard rails; nut locks; rail braces, chairs, guards joints or yokes; reinforcing or spliced bars; steel cross ties; steel cross tie fastenings; switches or switch points or stands; switch targets; tie bolts; tie plates or tie rods; track bolts, nuts or washers, or track spikes; track wedges; turnouts; welder bars; loose or in packages, C. L., minimum weight 40,000 pounds.
- (\*) Rails, railway track, loose, C. L., minimum weight 40,000 pounds.  
 Reinforcement, concrete or plaster, iron or steel, viz.:  
 Wire mesh, loose or in bundles or rolls, C. L., minimum weight 30,000 pounds, subject to Rule 34 of Southern Classification.  
 Rivets, iron or steel, galvanized or plain, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Rods, guy anchor, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.  
 Roll protectors, iron or steel, taken apart, minimum weight 40,000 pounds.  
 Rolls, rolling mill, iron or steel, not further finished than rough turned, loose or in packages, C. L., minimum weight 30,000 pounds.  
 Roofing, iron or steel, N. O. I. B. N. (see Note), loose or in packages, C. L., minimum weight 36,000 pounds.
- NOTE:—Each package may contain cleats, fasteners, nails or washers sufficient to lay it.
- Shoes, horse, mule or ox, iron or steel, in boxes or kegs, C. L., minimum weight 36,000 pounds.  
 Shoes, pile, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.



Staples, iron or steel, N. O. I. B. N., galvanized or plain, in bags, boxes or kegs, C. L., minimum weight 36,000 pounds.

Sucker rod joints, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Sucker rods, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Tanks, iron or steel, N. O. I. B. N., plate or sheet.

U. S. Standard Gauge No. 17 or thinner, K. D., loose or in packages, C. L., minimum weight 36,000 pounds (see Note).

U. S. Standard Gauge Nos. 3 to 16, inclusive, K. D., loose or in packages, C. L., minimum weight 36,000 pounds (see Note).

U. S. Standard Gauge No. 2 or thicker, K. D., loose or in packages, C. L., minimum weight 36,000 pounds (see Note).

NOTE:—Ratings include wooden pipe casing not to exceed 5 per cent of weight of the shipment for protecting tank feed piping from weather. Toe calks, iron or steel, in boxes or kegs, C. L., minimum weight 36,000 pounds.

Towers, N. O. I. B. N., iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Traps, grease or gas, iron or steel body, loose or in packages, C. L., minimum weight 36,000 pounds.

Turnbuckles or sleeve nuts, threaded, not insulated, iron or steel, loose or in packages, C. L., minimum weight 36,000 pounds.

Turntable girders, locomotive, loose, C. L., minimum weight 36,000 pounds.

Vehicle parts, tires, N. O. I. B. N., iron or steel, loose or in packages, C. L., minimum weight 30,000 pounds.

Washers or gaskets, iron or steel, galvanized or plain, in wired bundles or in bags, barrels, or boxes, C. L., minimum weight 36,000 pounds.

Weights, sash, iron or steel, loose or in packages, C. L., minimum weight 40,000 pounds.

Wire, iron or steel:

Acid coppered, galvanized, painted, plain or tinned, N. O. I. B. N., including barbed wire (see Note), in barrels, boxes, bundles or coils, or on reels, C. L., minimum weight 36,000 pounds.

NOTE:—When material exceeding three-sixteenths (3/16) inch in thickness is shipped in straight lengths (not coiled nor on reels), ratings provided for iron or steel bars, N. O. I. B. N., will apply.

Copper, brass or bronze coated, N. O. I. B. N., other than on spools in barrels or boxes, or in bundles, coils or on reels, C. L., minimum weight 36,000 pounds.

Wire strand, iron or steel, seven or fewer wires twisted together, in barrels, boxes or coils or on reels, C. L., minimum weight 36,000 pounds.

Wire, iron or steel, barbed, coppered, galvanized, painted, plain or tinned; fencing wire, welded or woven, or poultry netting, in rolls; iron or steel wire fence stays and clamps; pipe, wrought iron (see Note); wire fence gates; wire fence stretchers, lifters and twistlers; wire hoops; concrete reinforcements consisting of woven or welded wire or combination of bar iron and wire or twisted, corrugated, dented or otherwise deformed bar iron or steel; nails, including cement-coated nails; wire staples; wire strand, iron or steel, seven (7) or fewer wires twisted together; iron or steel fence posts, with or without equipment of fittings; iron or steel hay bale ties, and spikes, in straight carloads, minimum weight as provided in Southern Classification, except as otherwise provided herein, and in mixed carloads, subject to highest minimum weight provided in Southern Classification on any articles included in the shipment.

NOTE:—Applies only on wrought iron pipe when shipped in mixed carloads with other articles named in this item and when the total weight of the wrought iron pipe does not exceed 33½ per cent of the total weight of the entire shipment. The minimum weight on the entire shipment will be 36,000 pounds.

SAME, LESS CARLOAD, Subject to packing requirements of Southern Classification.



## Rates in Cents Per 100 Pounds.

DISTANCE	SCALE "A"				SCALE "B"			
	CARLOAD		LESS CARLOAD		CARLOAD		LESS CARLOAD	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under	7	----	10½	----	13	----	19½	----
10 miles and over 5	8	11	12	16½	14	17	21	25½
15 miles and over 10	8½	11½	13	17½	14½	17½	22	26½
20 miles and over 15	9	12	13½	18	15	18	22½	27
25 miles and over 20	9½	12½	14½	19	15½	18½	23½	28
30 miles and over 25	10	13	15	19½	16	19	24	28½
35 miles and over 30	10½	13	16	19½	16½	19	25	28½
40 miles and over 35	11	13½	16½	20½	17	19½	25½	29½
45 miles and over 40	11½	14	17½	21	17½	20	26½	30
50 miles and over 45	12	14½	18	22	18	20½	27	31
55 miles and over 50	12½	15	19	22½	18½	21	28	31½
60 miles and over 55	13	15½	19½	23½	19	21½	28½	32½
65 miles and over 60	13½	15½	20½	23½	19½	21½	29½	32½
70 miles and over 65	14	16	21	24	20	22	30	33
75 miles and over 70	14½	16½	22	25	20½	22½	31	34
80 miles and over 75	15	17	22½	25½	21	23	31½	34½
85 miles and over 80	15½	17½	23½	26½	21½	23½	32½	35½
90 miles and over 85	16	18	24	27	22	24	33	36
95 miles and over 90	16½	18½	25	28	22½	24½	34	37
100 miles and over 95	17	19	25½	28½	23	25	34½	37½
115 miles and over 100	18	19	27	28½	24	25	36	37½
130 miles and over 115	19	20	28½	30	25	26	37½	39
145 miles and over 130	20	20	30	30	26	26	39	39
160 miles and over 145	21	21	31½	31½	27	27	40½	40½
175 miles and over 160	22	22	33	33	28	28	42	42
190 miles and over 175	23	23	34½	34½	29	29	43½	43½
205 miles and over 190	24	24	36	36	30	30	45	45
220 miles and over 205	25	25	37½	37½	31	31	46½	46½
235 miles and over 220	26	26	39	39	32	32	48	48
250 miles and over 235	27	27	40½	40½	33	33	49½	49½
265 miles and over 250	28	28	42	42	34	34	51	51
280 miles and over 265	29	29	43½	43½	35	35	52½	52½
295 miles and over 280	30	30	45	45	36	36	54	54
310 miles and over 295	31	31	46½	46½	37	37	55½	55½
325 miles and over 310	32	32	48	48	38	38	57	57
340 miles and over 325	33	33	49½	49½	39	39	58½	58½
355 miles and over 340	34	34	51	51	40	40	60	60
370 miles and over 355	35	35	52½	52½	41	41	61½	61½
385 miles and over 370	36	36	54	54	42	42	63	63
400 miles and over 385	37	37	55½	55½	43	43	64½	64½
415 miles and over 400	38	38	57	57	44	44	66	66
430 miles and over 415	39	39	58½	58½	45	45	67½	67½
445 miles and over 430	40	40	60	60	46	46	69	69
460 miles and over 445	41	41	61½	61½	47	47	70½	70½
475 miles and over 460	42	42	63	63	48	48	72	72
490 miles and over 475	43	43	64½	64½	49	49	73½	73½
505 miles and over 490	44	44	66	66	50	50	75	75
520 miles and over 505	45	45	67½	67½	51	51	76½	76½
540 miles and over 520	46	46	69	69	52	52	78	78
560 miles and over 540	47	47	70½	70½	53	53	79½	79½
580 miles and over 560	48	48	72	72	54	54	81	81
600 miles and over 580	49	49	73½	73½	55	55	82½	82½
620 miles and over 600	50	50	75	75	56	56	84	84
640 miles and over 620	51	51	76½	76½	57	57	85½	85½
660 miles and over 640	52	52	78	78	58	58	87	87

SCALE "A"—Applicable to common carriers in Groups A, B, and C of Circular No. 290.



SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of six (6) cents carload and the arbitrary of nine (9) cents less carload Scale "B" over Scale "A" shall accrue solely to the Group D carriers or carriers.

By order of the Commission:  
 Issued August 1, 1929.  
 Effective September 1, 1929.  
 Circular No. 331.

R. O. SELF,  
*Clerk.*

#### MAXIMUM FREIGHT RATES ON SPECIAL IRON AND STEEL ARTICLES, CARLOAD AND LESS THAN CARLOAD.

ADD TO PAGE 2, OF CIRCULAR No. 331:

Covers, meter box, cast iron, loose or in packages, carload minimum weight 36,000 pounds.

ADD TO PAGE 8, OF CIRCULAR No. 331:

Strip Steel, N. O. I. B. N., carload minimum weight 36,000 pounds.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued February 7, 1930.

Effective February 25, 1930.

Supplement No. 1 to Circular No. 331.

#### MAXIMUM FREIGHT RATES ON SPECIAL IRON AND STEEL ARTICLES, CARLOAD AND LESS THAN CARLOAD.

ADD TO PAGE 2, OF CIRCULAR No. 331:

†Covers, meter box, cast iron, loose or in packages, carload minimum weight 36,000 pounds.

ADD TO PAGE 8, OF CIRCULAR No. 331:

†Strip Steel, N. O. I. B. N., carload minimum weight 36,000 pounds.

REFER TO PAGE 2 OF CIRCULAR No. 331 AND MAKE THE FOLLOWING CHANGE:

(\*) Culverts, iron or steel, cast, taken apart lengthwise, loose or in packages, C. L., minimum weight 36,000 pounds.

REFER TO PAGE 5 OF CIRCULAR No. 331 AND MAKE THE FOLLOWING CHANGES:

(\*) Tees, N. O. I. B. N., loose or in packages, C. L., minimum weight 36,000 pounds.

(\*) Pipe, iron or steel, cast:

Cast, with prepared joints (see Note), loose or in packages, C. L., minimum weight 36,000 pounds.

NOTE:—Prepared joint consisting of lead, jute and iron wedges, inserted in bell or large end, securely held in place by wood blocks and not projecting beyond end of pipe.

Cast, N. O. I. B. N., loose or in packages, C. L., minimum weight 30,000 pounds.

(\*) Pipe, iron or steel:

Cement covered, or cement lined, loose or in packages, C. L., minimum weight 36,000 pounds.

REFER TO PAGE 6 OF CIRCULAR No. 331 AND MAKE THE FOLLOWING CHANGE:

(\*) Pipe Fittings:

Pipe fittings, N. O. I. B. N., iron or steel, not plated, loose or in packages, C. L., minimum weight 36,000 pounds.

†Reissued from Supplement No. 1, effective February 25, 1930.

(\*) Special iron rates will only apply on articles bearing this reference (\*) when shipped in mixed carloads with other articles in the special iron list.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued February 25, 1930.

Effective March 20, 1930.

(Except as noted.)

Supplement No. 2 to Circular No. 331. (Cancels Supplement No. 1.)

## MAXIMUM FREIGHT RATES ON MOLASSES AND SYRUP, VIZ.:

Molasses and Syrup (except coloring, flavoring, fruit or medicated syrups), and Corn Sugar;

Molasses, beet, cane or sorghum;

Corn Syrup, mixed;

Corn Syrup (glucose), not mixed;

In packages as provided in Southern Classification, straight or mixed carloads, minimum weight 36,000 pounds; in tank cars, minimum weight 50,000 pounds.

Molasses and Syrup, in wood, less carload.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"	
	SINGLE AND JOINT LINE Carload	Less Carload	SINGLE AND JOINT LINE Carload	Less Carload
5 miles and under	9	15	12	24
10 miles and over 5	10	16	13	25
15 miles and over 10	11	17	14	26
20 miles and over 15	11	18	14	27
25 miles and over 20	12	20	15	29
30 miles and over 25	13	21	16	30
35 miles and over 30	13	22	16	31
40 miles and over 35	14	23	17	32
45 miles and over 40	15	24	18	33
50 miles and over 45	15	25	18	34
55 miles and over 50	16	26	19	35
60 miles and over 55	17	27	20	36
65 miles and over 60	18	29	21	38
70 miles and over 65	18	30	21	39
75 miles and over 70	19	31	22	40
80 miles and over 75	19	32	22	41
85 miles and over 80	20	32	23	41
90 miles and over 85	20	33	23	42
95 miles and over 90	20	33	23	42
100 miles and over 95	21	34	24	43
110 miles and over 100	22	36	25	45
120 miles and over 110	23	37	26	46
130 miles and over 120	23	38	26	47
140 miles and over 130	24	40	27	49
150 miles and over 140	25	41	28	50
160 miles and over 150	26	42	29	51
170 miles and over 160	26	43	29	52
180 miles and over 170	27	44	30	53
190 miles and over 180	28	45	31	54
200 miles and over 190	28	46	31	55
210 miles and over 200	29	47	32	56
220 miles and over 210	29	48	32	57
230 miles and over 220	30	49	33	58
240 miles and over 230	30	50	33	59
250 miles and over 240	31	51	34	60
260 miles and over 250	31	51	34	60
270 miles and over 260	32	53	35	62
280 miles and over 270	32	53	35	62
290 miles and over 280	34	55	37	64
300 miles and over 290	34	55	37	64
320 miles and over 300	35	57	38	66
340 miles and over 320	36	59	39	68
360 miles and over 340	37	60	40	69
380 miles and over 360	38	62	41	71
400 miles and over 380	39	64	42	73
420 miles and over 400	40	65	43	74
440 miles and over 420	41	67	44	76



## Rates on Molasses and Syrup—Continued

Distance	SCALE "A"				SCALE "B"			
	CARLOAD		LESS CARLOAD		CARLOAD		LESS CARLOAD	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
460 miles and over 440.....			42	68		45		77
480 miles and over 460.....			42	69		45		78
500 miles and over 480.....			43	71		46		80
520 miles and over 500.....			44	72		47		81
540 miles and over 520.....			45	73		48		82
560 miles and over 540.....			46	75		49		84
580 miles and over 560.....			46	76		49		85
600 miles and over 580.....			47	77		50		86
620 miles and over 600.....			48	79		51		88
640 miles and over 620.....			49	80		52		89
660 miles and over 640.....			50	81		53		90

SCALE "A"—Applicable to common carriers in Groups A, B, and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of three (3) cents carload and the arbitrary of nine (9) cents less carload Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

*Clerk.*

Effective September 1, 1929.

Circular No. 332. (Cancels Circular No. 257.)

## MAXIMUM FREIGHT RATES ON MOLASSES AND SYRUP, VIZ.:

AMEND Commodity Description to read:

Molasses and Syrup (except coloring, flavoring, fruit or medicated syrups), and Corn Sugar;

Molasses, beet, cane or sorghum;

Corn Syrup, mixed;

Corn Syrup (glucose), not mixed;

In packages as provided in Southern Classification, straight or mixed carloads, minimum weight 36,000 pounds; in tank cars, minimum weight 50,000 pounds.

\*Molasses and Syrup (except coloring, flavoring, fruit or medicated syrups), in wood, less carload.

\*Denotes change.

By order of the Commission:

R. O. SELF,

Issued April 8, 1930.

*Clerk.*

Effective April 25, 1930.

Supplement No. 1 to Circular No. 332.

## MAXIMUM FREIGHT RATES ON PETROLEUM PRODUCTS, INCLUDING COMPOUND OILS OR GREASES HAVING A PETROLEUM BASE, (SEE NOTE 1), VIZ.:

NOTE 1:—The term "having a Petroleum Base," as used in this item, means the principal ingredient of such compounded Oils or Greases must be Petroleum.

Absorption Oil; Belt Oil; Benzine; Compression Oil; Crude Oil; Cordage Oil; Floor Oil; Fuel Oil; Gas Oil; Gasoline, Casinghead, see paragraph

412, Agent B. W. Dunn's I. C. C. No. 1, supplements thereto or reissues thereof; Gasoline; Harness Oil; Leather Oil; Miners' Oil; Miners' Oil Stock; Refined Oil Distillate; Refined Oil, illuminating or burning; Soap Oil; Naphtha; Naphtha Distillate; Neatsfoot Oil; Putty Oil; Tanners' Oil; Tobacco Oil; Transformer Oil; Wool Oil; see Notes 2 and 3, in glass or earthenware packed in barrels or boxes, in metal cans partially jacketed; in metal cans completely jacketed, in metal cans in boxes, in bulk in barrels, C. L., minimum weight 26,000 pounds. In tank cars, C. L., estimated weight per gallon 6.6 pounds, subject to Rule 35 of Consolidated Freight Classification.

Grease, Lubricating, other than Axle Grease, in metal tubes in barrels or boxes, in metal cans in crates, in wooden pails or tubs, in kits or iron or steel pails, in barrels or boxes, C. L., weight 30,000 pounds.

In tank cars, C. L., subject to Rule 35 of Consolidated Freight Classification.

Grease, (except Lubricating, other than Axle Grease), see Note 2:

In metal cans in crates in, wooden pails or tubs; in kits or iron or steel pails, in barrels or boxes, C. L., minimum weight 30,000 pounds.

In tank cars, C. L., subject to Rule 35 of Consolidated Freight Classification.

Lubricating Oil:

In glass or earthenware packed in barrels or boxes, in metal cans partially or completely jacketed, in metal cans in crates, in metal cans in boxes, in bulk in barrels, C. L., minimum weight 26,000 pounds.

In tank cars, C. L., estimated weight per gallon 6.6 pounds, subject to Rule 35 of Consolidated Freight Classification.

Paraffine Wax:

In bags, barrels or boxes, or in bulk, C. L., minimum weight 30,000 pounds.

In tank cars, C. L., subject to Rule 35 of Consolidated Freight Classification.

Petrolatum or Petrolatum Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vaseline, see Note 3:

In glass or earthenware packed in barrels or boxes, in metal tubes in barrels or boxes, in metal cans in barrels, boxes or crates, in wooden pails or tubs, in kits or iron or steel pails, in bulk in barrels, C. L., minimum weight 30,000 pounds.

In tank cars, C. L., subject to Rule 35 of Consolidated Freight Classification.

Petroleum or Petroleum Products, including Compounded Oils or Greases having a Petroleum Base, shipped in storage tanks:

When the contents of storage tank equal or exceed one-third ( $\frac{1}{3}$ ) of tank's capacity in gallons, the rating provided for oil of the same kind in barrels shall apply, actual weight of the oil and tank to be charged for, C. L., minimum weight 30,000 pounds. When the contents do not equal one-third ( $\frac{1}{3}$ ) of tank's capacity, the shipment will be treated as a combination article—see Rule 18 of Consolidated Freight Classification.

Wax: Petroleum:

In bags, barrels or boxes, C. L., minimum weight 30,000 pounds.

In tank cars, C. L., subject to Rule 35 of Consolidated Freight Classification.

Wax Tailings:

In barrels, C. L., minimum weight 30,000 pounds.

In tank cars, C. L., subject to Rule 35 of Consolidated Freight Classification.

NOTE 2:—The ratings provided hereunder for Oils or Greases, N. O. I. B. N., will not apply on any Petroleum Oils or Greases, or Compounded Oils or Greases having a Petroleum Base, for which specific ratings are provided.



NOTE 3:—Petroleum Oil, N. O. I. B. N., Petrolatum or Petrolatum Preparations, prepared and represented as a Remedy, Medicine or Lubricant for the human body, will be rated under the specification for Medicines, N. O. I. B. N.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"	
	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	8½	11½	13½	16½
10 miles and over 5.....	11½	14	16½	19
15 miles and over 10.....	13	15½	18	20½
20 miles and over 15.....	14	16	19	21
25 miles and over 20.....	15½	17½	20½	22½
30 miles and over 25.....	16	18½	21	23½
35 miles and over 30.....	16	18½	21	23½
45 miles and over 35.....	17½	20	22½	25
55 miles and over 45.....	18½	20½	23½	25½
65 miles and over 55.....	20	22	25	27
75 miles and over 65.....	20½	23	25½	28
90 miles and over 75.....	22	24½	27	29½
110 miles and over 90.....	23	25	28	30
130 miles and over 110.....	24½	26½	29½	31½
150 miles and over 130.....	25	27½	30	32½
160 miles and over 150.....	26½	29	31½	34
180 miles and over 160.....	27½	29½	32½	34½
190 miles and over 180.....	29	31	34	36
210 miles and over 190.....	29½	32	34½	37
230 miles and over 210.....	31	33½	36	38½
250 miles and over 230.....	31	33½	36	38½
270 miles and over 250.....	31	33½	36	38½
280 miles and over 270.....	31	33½	36	38½
300 miles and over 280.....	32	34	37	39
320 miles and over 300.....	32	34	37	39
340 miles and over 320.....	32	34	37	39
360 miles and over 340.....	32	34	37	39
380 miles and over 360.....	33½	35½	38½	40½
400 miles and over 380.....	33½	35½	38½	40½
420 miles and over 400.....	34	36½	39	41½
440 miles and over 420.....	34	36½	39	41½
460 miles and over 440.....	34	36½	39	41½
480 miles and over 460.....	35	38	40	43
500 miles and over 480.....	35	38	40	43
520 miles and over 500.....	36	39	41	44
540 miles and over 520.....	36	39	41	44
560 miles and over 540.....	36	39	41	44
580 miles and over 560.....	37	40	42	45
600 miles and over 580.....	37	40	42	45
620 miles and over 600.....	38	41	43	46
640 miles and over 620.....	38	41	43	46
660 miles and over 640.....	38	41	43	46

SCALE "A"—Applicable to common carriers in Groups A, B, and C of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of five (5) cents Scale "B" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 333. (Cancels Circular No. 256.)

R. O. SELF,

Clerk.

# MAXIMUM FREIGHT RATES ON CLAY, CONCRETE, EARTHEN OR SHALE PRODUCTS, VIZ.:

## DESCRIPTION No. 1:

Flue Lining, carload, minimum weight 30,000 pounds.

Flue Pipe, flue tops; or chimney caps, straight or mixed, carload, minimum weight 26,000 pounds.

Pipe, sewer or culvert, and fittings, straight or mixed, carload, minimum weight 26,000 pounds.

Wall coping, carload, minimum weight 26,000 pounds.

Thimbles, chimney or stove pipe, earthen, carload, minimum weight 26,000 pounds.

Tile, drain, carload, minimum weight 26,000 pounds.

## DESCRIPTION No. 2:

Articles in Description No. 1, less carload, subject to packing requirements of the Southern Classification.

## Rates in Cents Per 100 Pounds.

Distance	DESCRIPTION No. 1						DESCRIPTION No. 2					
	SCALE "A"			SCALE "B"			SCALE "A"			SCALE "B"		
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
5 miles and under	3	4½	3½	5	7	8½	4½	6	4½	6½	12½	14
10 miles and over 5	3½	5	4	6	7½	9	6	7	6½	8	14	15
15 miles and over 10	4½	5½	4½	6½	8½	9½	6½	8	7½	8½	14½	16
20 miles and over 15	4½	6½	5	7	8½	10½	7	8½	8	9	15	16½
25 miles and over 20	5½	7	6½	7	9½	11	8	9	8½	10½	16	17
30 miles and over 25	6	7½	7	8	10	11½	8½	10½	9	11	16½	18½
35 miles and over 30	6½	8	7	8½	10½	12	8½	10½	9	11	16½	18½
40 miles and over 35	7	8	7	9	11	12	9	11	10½	11½	17	19
45 miles and over 40	7	8	7	9	11	12	9	11	10½	11½	17	19
50 miles and over 45	7	8	7	9	11	12	9	11	10½	11½	17	19
55 miles and over 50	7½	9	8	9½	11½	13	10½	11½	11	11½	18½	19½
60 miles and over 55	7½	9	8	9½	11½	13	10½	11½	11	11½	18½	19½
65 miles and over 60	7½	9	8	9½	11½	13	10½	11½	11	11½	18½	19½
70 miles and over 65	8	9	9	10½	12	13	11	11½	13	13	19	19½
75 miles and over 70	8	9	9	10½	12	13	11	11½	11½	13	19	19½
80 miles and over 75	8	9	9	10½	12	13	11	11½	11½	13	19	19½
85 miles and over 80	8½	10	9	11	12½	14	11½	13	11½	13½	19½	21
90 miles and over 85	8½	10	9	11	12½	14	11½	13	11½	13½	19½	21
95 miles and over 90	8½	10	9	11	12½	14	11½	13	11½	13½	19½	21
100 miles and over 95	9	10½	9	11½	13	14½	11½	13	13	13½	19½	21
110 miles and over 100	9	10½	9½	11½	13	14½	11½	13½	13	14	19½	21½
120 miles and over 110	10	11	10	11½	14	15	11½	13½	13	14	19½	21½
130 miles and over 120	10	11	10	11½	14	15	13	14	13	15	21	22
140 miles and over 130	10	11½	10	12½	14	15½	13	14	13	15	21	22
150 miles and over 140	11	12	11	13	15	16	13	14	13	15	21	22
160 miles and over 150	11	12	11	13	15	16	13½	15	13½	16	21½	23
170 miles and over 160	11½	12½	11½	13½	15½	16½	13½	15	13½	16	21½	23
180 miles and over 170	11½	12½	11½	13½	15½	16½	14	16	14	16	22	24
190 miles and over 180	12	13½	12	14	16	17½	14	16	14	16	22	24
200 miles and over 190	12	13½	12	14	16	17½	15	16	15	17	23	24
210 miles and over 200	12½	13½	12½	15	16½	17½	15	16	15	17	23	24
220 miles and over 210	12½	13½	12½	15	16½	17½	16	17	16	17½	24	25
230 miles and over 220	13	14½	13	15½	17	18½	16	17	16	17½	24	25
240 miles and over 230	13	14½	13	15½	17	18½	16	17½	16	18½	24	25½
250 miles and over 240	13	14½	13	15½	17	18½	16	17½	16	18½	24	25½
260 miles and over 250	13½	15	13½	16	17½	19	17	18½	17	19½	25	26½
270 miles and over 260	13½	15	13½	16	17½	19	17	18½	17	19½	25	26½
280 miles and over 270	13½	15	13½	16	17½	19	17½	19½	17½	20	25½	27½
300 miles and over 280	14	15½	14	16	18	19½	18½	20	18½	20½	26½	28
320 miles and over 300	14½	16	14½	17	18½	20	20	21½	20	22	28	29½
340 miles and over 320	15½	16½	15½	17½	19½	20½	20	21½	20	22	28	29½
360 miles and over 340	16	17	16	18	20	21	21½	22½	21½	23	29½	30½



# FREIGHT RATES

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Distance	DESCRIPTION No. 1						DESCRIPTION No. 2					
	SCALE "A"		SCALE "B"		SCALE "C"		SCALE "A"		SCALE "B"		SCALE "C"	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
380 miles and over 360-----	16½	18	16½	18½	20½	22	21½	22½	21½	23	29½	30½
400 miles and over 380-----	17	18	17	19½	21	22	22½	24½	22½	25	30½	32½
420 miles and over 400-----	17½	19	17½	20	21½	23	22½	24½	22½	25	30½	32½
440 miles and over 420-----	18	19½	18	20½	22	23½	24½	25	24½	26	32½	33
460 miles and over 440-----	19	20	19	20½	23	24	24½	25	24½	26	32½	33
480 miles and over 460-----	19	20½	19	21½	23	24½	25	27	25	27½	33	35
500 miles and over 480-----	20	21	20	21½	24	25	25	27	25	27½	33	35
520 miles and over 500-----	20½	21½	20½	21½	24½	25½	25½	27½	25½	27½	33½	35½
540 miles and over 520-----	21	22	21	22	25	26	26	28	26	28	34	36
560 miles and over 540-----	21½	22½	21½	22½	25½	26½	26½	28½	26½	28½	34½	36½
580 miles and over 560-----	22	23	22	23	26	27	27	29	27	29	35	37
600 miles and over 580-----	22½	23½	22½	23½	26½	27½	27½	29½	27½	29½	35½	37½
620 miles and over 600-----	23	24	23	24	27	28	28	30	28	30	36	38
640 miles and over 620-----	23½	24½	23½	24½	27½	28½	28½	30½	28½	30½	36½	38½
660 miles and over 640-----	24	25	24	25	28	29	29	31	29	31	37	39

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of four (4) cents Scale "C" over Scale "A" under Description No. 1, and the arbitrary of eight (8) cents Scale "C" over Scale "A" under Description No. 2 shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

Clerk.

Effective September 1, 1929.

Circular No. 334.

Less than carload rates canceled June 10, 1930, by Supplement No. 1.

## MAXIMUM FREIGHT RATES ON LIME, VIZ.:

## DESCRIPTION No. 1:

Lime, common, hydrated, quick or slack, in bulk, or in packages, as provided for carload shipments in Southern Classification, carload minimum weight 30,000 pounds. (See Note below.)

## DESCRIPTION No. 2:

Lime, common, hydrated, quick or slack, in bulk or in packages, as provided for carload shipments in Southern Classification, in straight or mixed carloads, minimum weight 50,000 pounds. (See Note below.)

NOTE:—When the carload charge computed on the higher rate at actual weight (but not less than the minimum weight specified for the higher rate) exceeds the charge computed on the lower rate at actual weight (but not less than minimum weight specified for the lower rate) the latter charge will apply.

Lime, common, hydrated, quick or slack, in packages as provided for less than carload shipments in Southern Classification.

## Rates in Cents Per Ton, 2,000 Pounds.

Distance	SCALE "A"						SCALE "B"					
	DESCRIP- TION No. 1		DESCRIP- TION No. 2		LESS THAN CARLOAD		DESCRIP- TION No. 1		DESCRIP- TION No. 2		LESS THAN CARLOAD	
	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL	SL	JL
5 miles and under.....	70	80	56	64	105	120	130	140	104	112	195	210
10 miles and over 5.....	90	100	72	80	135	150	150	160	120	128	225	240
15 miles and over 10.....	100	110	80	88	150	165	160	170	128	136	240	255
20 miles and over 15.....	110	120	88	96	165	180	170	180	136	144	255	270
25 miles and over 20.....	120	130	96	104	180	195	180	190	144	152	270	285
30 miles and over 25.....	130	140	104	112	195	210	190	200	152	160	285	300
35 miles and over 30.....	140	150	112	120	210	225	200	210	160	168	300	315
40 miles and over 35.....	150	160	120	128	225	240	210	220	168	176	315	330
45 miles and over 40.....	160	170	128	136	240	255	220	230	176	184	330	345
50 miles and over 45.....	170	180	136	144	255	270	230	240	184	192	345	360
55 miles and over 50.....	180	190	144	152	270	285	240	250	192	200	360	375
60 miles and over 55.....	190	200	152	160	285	300	250	260	200	208	375	390
65 miles and over 60.....	200	210	160	168	300	315	260	270	208	216	390	405
70 miles and over 65.....	210	220	168	176	315	330	270	280	216	224	405	420
80 miles and over 70.....	220	220	176	176	330	330	280	280	224	224	420	420
90 miles and over 80.....	230	230	184	184	345	345	290	290	232	232	435	435
100 miles and over 90.....	240	240	192	192	360	360	300	300	240	240	450	450
120 miles and over 100.....	250	250	200	200	375	375	310	310	248	248	465	465
140 miles and over 120.....	260	260	208	208	390	390	320	320	256	256	480	480
160 miles and over 140.....	270	270	216	216	405	405	330	330	264	264	495	495
180 miles and over 160.....	280	280	224	224	420	420	340	340	272	272	510	510
200 miles and over 180.....	290	290	232	232	435	435	350	350	280	280	525	525
220 miles and over 200.....	300	300	240	240	450	450	360	360	288	288	540	540
240 miles and over 220.....	310	310	248	248	465	465	370	370	296	296	555	555
260 miles and over 240.....	320	320	256	256	480	480	380	380	304	304	570	570
280 miles and over 260.....	330	330	264	264	495	495	390	390	312	312	585	585
320 miles and over 280.....	340	340	272	272	510	510	400	400	320	320	600	600
360 miles and over 320.....	350	350	280	280	525	525	410	410	328	328	615	615
400 miles and over 360.....	360	360	288	288	540	540	420	420	336	336	630	630
440 miles and over 400.....	370	370	296	296	555	555	430	430	344	344	645	645
480 miles and over 440.....	380	380	304	304	570	570	440	440	352	352	660	660
520 miles and over 480.....	390	390	312	312	585	585	450	450	360	360	675	675
560 miles and over 520.....	400	400	320	320	600	600	460	460	368	368	690	690
600 miles and over 560.....	410	410	328	328	615	615	470	470	376	376	705	705
640 miles and over 600.....	420	420	336	336	630	630	480	480	384	384	720	720
680 miles and over 640.....	430	430	344	344	645	645	490	490	392	392	735	735



SCALE "A" RATES—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitraries of sixty (60) cents per ton on carload shipments under Description No. 1 and forty-eight (48) cents per ton on carload shipments under Description No. 2 allowed in this scale over the rates in Scale "A" under Descriptions Nos. 1 and 2, respectively, shall accrue solely to the carrier or carriers in Group D of Circular No. 290. The excess of the less than carload rates in this scale over the less than carload rates provided in Scale "A" shall also accrue solely to the carrier or carriers in Group D of the circular mentioned.

SL—Single Line; JL—Joint Line.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

*Clerk.*

Effective September 1, 1929.

Circular No. 335. (Cancels Circular No. 288.)

Less than carload rates canceled June 10, 1930, by Supplement No. 1.

## MAXIMUM FREIGHT RATES ON CEMENT, VIZ.:

## DESCRIPTION No. 1:

Cement, Hydraulic, Natural or Portland, carload, minimum weight 50,000 pounds, subject to marked capacity of car, but not less than 40,000 pounds.

## DESCRIPTION No. 2:

Cement, Hydraulic, Natural or Portland, in packages, provided for less carload shipments in the Southern Classification, less carload.

## Rates in Cents Per 100 Pounds.

Distance	DESCRIPTION No. 1			DESCRIPTION No. 2		
	BOTH SINGLE AND JOINT LINE			BOTH SINGLE AND JOINT LINE		
	Scale "A"	Scale "B"	Scale "C"	Scale "A"	Scale "B"	Scale "C"
5 miles and under.....	4	4½	6	6	7	9
10 miles and over 5.....	5	5½	7	7½	8½	10½
15 miles and over 10.....	6	6½	8	9	10	12
20 miles and over 15.....	7	7½	9	10½	11½	13½
30 miles and over 20.....	8	9	10	12	13½	15
40 miles and over 30.....	8½	9½	10½	13	14½	16
50 miles and over 40.....	9	10	11	13½	15	16½
60 miles and over 50.....	9½	10½	11½	14½	16	17½
70 miles and over 60.....	10	11	12	15	16½	18
80 miles and over 70.....	10½	11½	12½	16	17½	19
90 miles and over 80.....	11	12	13	16½	18	19½
100 miles and over 90.....	11½	12½	13½	17½	19	20½
120 miles and over 100.....	12	13	14	18	19½	21
140 miles and over 120.....	12½	14	14½	19	21	22
160 miles and over 140.....	13	14½	15	19½	22	22½
180 miles and over 160.....	13½	15	15½	20½	22½	23½
200 miles and over 180.....	14	15½	16	21	23½	24
220 miles and over 200.....	14½	16	16½	22	24	25
240 miles and over 220.....	15	16½	17	22½	25	25½
260 miles and over 240.....	15½	17	17½	23½	25½	26½
280 miles and over 260.....	16	17½	18	24	26½	27
300 miles and over 280.....	16½	18	18½	25	27	28
320 miles and over 300.....	17	18½	19	25½	28	28½
340 miles and over 320.....	17½	19½	19½	26½	29½	29½
360 miles and over 340.....	18	20	20	27	30	30
380 miles and over 360.....	18½	20½	20½	28	31	31
400 miles and over 380.....	19	21	21	28½	31½	31½
420 miles and over 400.....	19½	21½	21½	29½	32½	32½
440 miles and over 420.....	20	22	22	30	33	33
460 miles and over 440.....	20½	22½	22½	31	34	34
480 miles and over 460.....	21	23	23	31½	34½	34½
500 miles and over 480.....	21½	23½	23½	32½	35½	35½
520 miles and over 500.....	22	24	24	33	36	36
540 miles and over 520.....	22½	24½	24½	34	37	37
560 miles and over 540.....	23	25	25	34½	37½	37½
580 miles and over 560.....	23½	25½	25½	35½	38½	38½
600 miles and over 580.....	24	26	26	36	39	39
620 miles and over 600.....	24½	26½	26½	37	40	40
640 miles and over 620.....	25	27	27	37½	40½	40½
660 miles and over 640.....	25½	27½	27½	38½	41½	41½

SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290.

By order of the Commission:

Issued August 1, 1929.

Effective September 1, 1929.

Circular No. 336. (Cancels Circular No. 289.)

Less than carload rates canceled June 10, 1930, by Supplement No. 2.

R. O. SELF,  
Clerk.



## MAXIMUM FREIGHT RATES ON CEMENT, VIZ.:

## DESCRIPTION No. 1:

Cement, Hydraulic, Natural or Portland, carload, minimum weight 50,000 pounds, subject to marked capacity of car, but not less than 40,000 pounds.

## DESCRIPTION No. 2:

Cement, Hydraulic, Natural or Portland, in packages, provided for less carload shipments in the Southern Classification, less carload.

Change Scale "A", Scale "B" and Scale "C", on Page 2 of Circular No. 336 to read as follows:

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue to Group C carrier or carriers.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of two (2) cents allowed under Description No. 1 and three (3) cents allowed under Description No. 2, in this scale over Scale "A" rates shall accrue to short or weak lines.

By order of the Commission:

Issued October 3, 1929.

Effective November 1, 1929.

Supplement No. 1 to Circular No. 336.

Less than carload rates canceled June 10, 1930, by Supplement No. 2.

R. O. SELF,

*Clerk.*

# MAXIMUM FREIGHT RATES ON ARTICLES INCLUDED IN UNIFORM BRICK LIST, VIZ.:

## ITEM 1:

### LIST OF ARTICLES IN UNIFORM BRICK LIST

#### *Blocks, viz.:*

(Will not apply on Artificial Stone Blocks, Pieces or Slabs, in imitation of Natural Stone).

Building (solid, hollow or perforated), except enameled, Cinder-cement building,

Condensing (including condensing rings),

Facing (solid, hollow or perforated), except enameled,

Filter bed (solid, hollow or perforated), shale or fire clay,

Furnace,

Paving, shale or fire clay,

Radial,

Salt glazed, when shipped in same manner as building or facing blocks,

Segment,

Silo,

#### *Brick, viz.:*

Building (solid, hollow or perforated), except enameled,

Common, as described in Item 2, when mixed with articles in this Item.

(See Item 2 for basis for making rates on Brick, common, straight carloads).

Facing (solid, hollow or perforated), except enameled,

Fire, including fire brick made of chrome, corundite, magnesite or silica,

Furnace,

Paving, shale or fire clay,

Radial,

Salt glazed, when shipped in same manner as building or facing brick,

Sand,

Sand cement,

Sand lime,

Slag.

#### *Clay:*

Ground (fire),

Fire clay, ground fire brick and water combined.

#### *Conduits, not lined.*

#### *Curbing, clay or shale, street (vitrified).*

#### *Shale, ground (fire).*

*Slabs* (including silo slabs), clay, concrete or shale, not enameled, not roofing or ornamental, loaded loose in cars, or packed in crates or barrels, not individually packed, when shipped in same manner as building or facing brick.

#### *\*Tile:*

Fire-Proofing,

Hollow building.

\*Rates named herein on commodities bearing this reference mark will not apply on heavy load bearing Concrete Tile, as carried in Corporation Commission Circular No. 271.

## ITEM 2:

### BASIS FOR RATES ON COMMON BRICK

*On Brick, Common*, not hollow, made from low-grade clay or shale, when not braced, wedged or packed for protection against rubbing, breaking or chipping, not including any grade (firsts, seconds, thirds, or culls), of enameled, face, front, paving, fire or refractory brick, carload minimum weight marked capacity of car, rates will be 80 per cent of the mileage scale shown herein.

If, in any case, the rates on articles in the uniform brick list as described in Item 1, at actual weight subject to a carload minimum weight of 50,000 pounds, will result in a lower total charge, the latter will apply in lieu of the common brick rates subject to a carload minimum weight based on marked capacity of car.



## Rates in Cents Per 100 Pounds.

Distance	SCALE "A" LESS THAN CARLOAD				SCALE "B" LESS THAN CARLOAD			
	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul	Single Line	Joint Haul
10 miles and under-----	4	5	6	7½	6	7	9	10½
20 miles and over 10-----	4½	5½	7	8½	6½	7½	10	11½
30 miles and over 20-----	5	6	7½	9	7	8	10½	12
40 miles and over 30-----	5½	6½	8½	10	7½	8½	11½	13
50 miles and over 40-----	6	7	9	10½	8	9	12	13½
60 miles and over 50-----	6½	7½	10	11½	8½	9½	13	14½
70 miles and over 60-----	7	8	10½	12	9	10	13½	15
80 miles and over 70-----	7½	8	11½	12	9½	10	14½	15
90 miles and over 80-----	8	8	12	12	10	10	15	15
100 miles and over 90-----	8	8	12	12	10	10	15	15
120 miles and over 100-----	8½	8½	13	13	10½	10½	16	16
140 miles and over 120-----	9	9	13½	13½	11	11	16½	16½
160 miles and over 140-----	9½	9½	14½	14½	11½	11½	17½	17½
180 miles and over 160-----	10	10	15	15	12	12	18	18
200 miles and over 180-----	10½	10½	16	16	12½	12½	19	19
220 miles and over 200-----	11	11	16½	16½	13	13	19½	19½
240 miles and over 220-----	11½	11½	17½	17½	13½	13½	20½	20½
260 miles and over 240-----	12	12	18	18	14	14	21	21
280 miles and over 260-----	12½	12½	19	19	14½	14½	22	22
300 miles and over 280-----	13	13	19½	19½	15	15	22½	22½
320 miles and over 300-----	13½	13½	20½	20½	15½	15½	23½	23½
340 miles and over 320-----	14	14	21	21	16	16	24	24
360 miles and over 340-----	14½	14½	22	22	16½	16½	25	25
380 miles and over 360-----	15	15	22½	22½	17	17	25½	25½
400 miles and over 380-----	15½	15½	23½	23½	17½	17½	26½	26½
425 miles and over 400-----	16	16	24	24	18	18	27	27
450 miles and over 425-----	16½	16½	25	25	18½	18½	28	28
475 miles and over 450-----	17	17	25½	25½	19	19	28½	28½
500 miles and over 475-----	17½	17½	26½	26½	19½	19½	29½	29½
525 miles and over 500-----	18	18	27	27	20	20	30	30
550 miles and over 525-----	18½	18½	28	28	20½	20½	31	31
575 miles and over 550-----	19	19	28½	28½	21	21	31½	31½
600 miles and over 575-----	19½	19½	29½	29½	21½	21½	32½	32½
625 miles and over 600-----	20	20	30	30	22	22	33	33
650 miles and over 625-----	20½	20½	31	31	22½	22½	34	34
675 miles and over 650-----	21	21	31½	31½	23	23	34½	34½

SCALE "A" RATES—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of two (2) cents per 100 pounds on carload shipments allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 290. The excess of the less than carload rates in this scale over the less than carload rates in Scale "A" shall also accrue solely to the carrier or carriers in Group D of the circular mentioned.

SL—Single Line; JL—Joint Line.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

Clerk.

Effective September 1, 1929.

Circular No. 337. (Cancels Circular No. 287.)

Less than carload rates canceled June 10, 1930, by Supplement No. 1.

# MAXIMUM FREIGHT RATES ON SLATE, ROOFING, C. L., MINIMUM WEIGHT 40,000 POUNDS.

Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	4½	6	4½	6½	7½	9
10 miles and over 5.....	6	7	6½	8	9	10
15 miles and over 10.....	6½	8	7½	8½	9½	11
20 miles and over 15.....	7	8½	8	9	10	11½
25 miles and over 20.....	8	9	8½	10½	11	12
30 miles and over 25.....	8½	10½	9	11	11½	13½
35 miles and over 30.....	8½	10½	9	11	11½	13½
40 miles and over 35.....	9	11	10½	11½	12	14
45 miles and over 40.....	9	11	10½	11½	12	14
50 miles and over 45.....	9	11	10½	11½	12	14
55 miles and over 50.....	10½	11½	11	11½	13½	14½
60 miles and over 55.....	10½	11½	11	11½	13½	14½
65 miles and over 60.....	10½	11½	11	11½	13½	14½
70 miles and over 65.....	11	11½	11½	13	14	14½
75 miles and over 70.....	11	11½	11½	13	14	14½
80 miles and over 75.....	11	11½	11½	13	14	14½
85 miles and over 80.....	11½	13	11½	13½	14½	16
90 miles and over 85.....	11½	13	11½	13½	14½	16
95 miles and over 90.....	11½	13	11½	13½	14½	16
100 miles and over 95.....	11½	13	13	13½	14½	16
110 miles and over 100.....	11½	13½	13	14	14½	16½
120 miles and over 110.....	11½	13½	13	14	14½	16½
130 miles and over 120.....	13	14	13	15	16	17
140 miles and over 130.....	13	14	13	15	16	17
150 miles and over 140.....	13	14	13	15	16	17
160 miles and over 150.....	13½	15	13½	16	16½	18
170 miles and over 160.....	13½	15	13½	16	16½	18
180 miles and over 170.....	14	16	14	16	17	19
190 miles and over 180.....	14	16	14	16	17	19
200 miles and over 190.....	15	16	15	17	18	19
210 miles and over 200.....	15	16	15	17	18	19
220 miles and over 210.....	16	17	16	17½	19	20
230 miles and over 220.....	16	17	16	17½	19	20
240 miles and over 230.....	16	17½	16	18½	19	20½
250 miles and over 240.....	16	17½	16	18½	19	20½
260 miles and over 250.....	17	18½	17	19½	20	21½
270 miles and over 260.....	17	18½	17	19½	20	21½
280 miles and over 270.....	17½	19½	17½	20	20½	22½
300 miles and over 280.....	18½	20	18½	20½	21½	23
320 miles and over 300.....	20	21½	20	22	23	24½
340 miles and over 320.....	20	21½	20	22	23	24½
360 miles and over 340.....	21½	22½	21½	23	24½	25½
380 miles and over 360.....	21½	22½	21½	23	24½	25½
400 miles and over 380.....	22½	24½	22½	25	25½	27½
420 miles and over 400.....	22½	24½	22½	25	25½	27½
440 miles and over 420.....	24½	25	24½	26	27½	28
460 miles and over 440.....	24½	25	24½	26	27½	28
480 miles and over 460.....	25	27	25	27½	28	30
500 miles and over 480.....	25	27	25	27½	28	30
520 miles and over 500.....	25½	27½	25½	27½	28½	30½
540 miles and over 520.....	26	28	26	28	29	31
560 miles and over 540.....	26½	28½	26½	28½	29½	31½
580 miles and over 560.....	27	29	27	29	30	32
600 miles and over 580.....	27½	29½	27½	29½	30½	32½
620 miles and over 600.....	28	30	28	30	31	33
640 miles and over 620.....	28½	30½	28½	30½	31½	33½
660 miles and over 640.....	29	31	29	31	32	34



SCALE "A"—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B"—Applicable to common carriers in Group C of Circular No. 290. The excess Scale "B" over Scale "A" shall accrue solely to the Group C carrier or carriers.

SCALE "C"—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of three (3) cents Scale "C" over Scale "A" shall accrue solely to the Group D carrier or carriers.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

Clerk.

Effective September 1, 1929.

Circular No. 338.

Canceled June 10, 1930, by Supplement No. 1.

## GENERAL RULES GOVERNING NORTH CAROLINA INTRASTATE TRAFFIC.

*Rule 1. Rates to Intermediate Intrastate Destinations or from Intermediate Intrastate Origins Not to Exceed Rates from or to More Distant Interstate Origins or Destinations.*

In applying any scale of rates from points of origin in North Carolina to destinations within this State, on intrastate traffic, rates so made shall in no case exceed rates from or to more distant interstate points from or to which there are through published rates and from or to which the intrastate origin or destination is directly intermediate.

*Rule 2. Minimum Charge on Less Than Carload Shipments.*

The minimum charge for small shipments shall be for actual weight at the tariff rates, but not less than 50 cents for any single shipment.

When a less than carload shipment moves under a rate made by a combination of separately established rates in the absence of a joint through rate, the minimum charge of fifty (50) cents will apply to the continuous through movement and not to each of the separately established factors.

*Rule 3. Carload Mixture Rule.*

When a number of different articles for which carload ratings are provided, are shipped at one time by one consignor to one consignee and destination, in a carload, they will be charged at the carload rate applicable to the highest rated article, and the carload minimum weight will be the highest provided for any article in the carload. See Exceptions below.

Exceptions (1)—If by treating each of the articles as a separate carload, or one or more as a separate carload, a lower charge results, such lower charge will apply.

(2)—If by treating one or more of the articles as a carload and the other article or articles as a less carload results in a lower charge such lower charge will apply.

*Rule 4. Cotton Seed Hulls and Meal Mixture Rule.*

Cottonseed Hulls and Meal mixed, less carload, or in mixed carload will be accorded Fertilizer Rates.

*Rule 5. Stove and Range Packing Requirements.*

Box and crate requirements will not apply to Stoves and Ranges, cast iron, less carload.

By order of the Commission:

R. O. SELF,

Issued August 1, 1929.

Clerk.

Effective September 1, 1929.

Circular No. 339.

GENERAL RULES GOVERNING NORTH CAROLINA INTRASTATE  
TRAFFIC.

Amend Rule 3 of Circular 339 to read:

*Rule 3. Carload Mixture Rule.*

Except as provided in Notes 1, 2 and 3 below, when a number of different articles for which carload ratings are provided, are shipped at one time by one consignor to one consignee and destination, in a carload, they will be charged at the carload rate applicable to the highest rated article, and the carload minimum weight will be the highest provided for any articles in the carload.

NOTE 1:—If by treating each of the articles as a separate carload, or one or more as a separate carload, a lower charge results, such lower charge will apply.

NOTE 2:—If by treating one or more of the articles as a carload and the other article or articles as a less carload results in a lower charge such lower charge will apply.

NOTE 3:—The carload mixture rules provided in connection with specific articles named in Southern Classification or Exceptions thereto will take precedence over this rule.

By order of the Commission:

Issued April 1, 1930.

Effective April 15, 1930.

Supplement 1 to Circular No. 339.

R. O. SELF,  
*Clerk.*



**MAXIMUM FREIGHT RATES ON CANNED GOODS, IN PACKAGES PROVIDED IN CURRENT SOUTHERN CLASSIFICATION (EXCEPT AS OTHERWISE PROVIDED BELOW), IN STRAIGHT OR MIXED CARLOADS, MINIMUM WEIGHT 36,000 POUNDS.**

**DESCRIPTION No. 1:**

*Fruits and Vegetables, canned or preserved, viz.:*

Cocoanut, prepared, dessicated, in cans or cartons in barrels or boxes, in metal cans in crates or in pails in bulk, or in boxes.

Other than dessicated, in metal cans in boxes;

Fruit, other than dried, evaporated or fresh;

Fruit butter;

Crushed Fruit;

Fruit Jam;

Fruit Jelly;

Fruit Preserves or Fruit Pulp;

Jams, Jellies or Preserves (other than fruit), edible;

Vegetables, including canned corn, canned hominy, canned pork and beans, canned scrapple, canned tomatoes or canned wheat, but not including dried or evaporated vegetables;

Pimentos;

Pudding;

Tomato pulp or paste;

Peanut Paste (Peanut butter);

*Sauces and Condiments, table, viz.:*

Catsup;

Capers;

Chili Sauce;

Horseradish, prepared;

Mustard, prepared;

Pepper Sauce;

Salad Dressing;

Table Sauces;

Olives;

Pickles;

Sauerkraut, including sauerkraut brine;

*Meats, cooked, cured or preserved, viz.:*

Meats, cooked, cured or preserved with or without vegetable ingredients;

Mincemeat;

Chili Con Carne;

*Fish, Shell and Other Than Shell, cooked, pickled or preserved, viz.:*

Fish, shell and other than shell, cooked, pickled or preserved;

Fish, combined with vegetables, canned (fish cake or fish balls);

Oysters (pickled or cove);

*Soups, including Broths or Chowders;*

*Clam Juice;*

*Milk or Cream, condensed or evaporated, liquid;*

*Milk, condensed or evaporated, containing vegetable fats;*

*Milk, condensed or evaporated, containing chocolate or barley malt;*

*Milk, powdered or flaked;*

*Buttermilk (Condensed or evaporated);*

*Macaroni, Spaghetti or Vermicelli, prepared with or without cheese, meat or vegetables;*

*Molasses and Syrup, except coloring, flavoring, fruit, or medicated, in packages described in Southern Classification, other than in glass or earthenware; and Syrup, malt or malted, not medicated, in packages described in Southern Classification, other than in glass or earthenware; in mixed carloads with any of the above articles.*

*Cider and Vinegar, in packages, in straight or mixed carloads with any of the above articles (see Note 1) and Cider in tank cars, subject to tank car rules.*

**DESCRIPTION No. 2:**

*Vinegar, in bulk in barrels, carloads, minimum weight 60,000 pounds (see Note 1), or Vinegar, straight carloads in tank cars, subject to Rule 35 of current Southern Classification.*

NOTE 1:—When the carload charges based on the higher rate on *Vinegar* provided in Description No. 1 (but not less than the minimum weight specified for the higher rate), exceeds the charge based on the lower rate at actual weight (but not less than the minimum weight specified for the lower rate), the latter charge will apply.

In Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"	
	SINGLE AND JOINT LINE		SINGLE AND JOINT LINE	
	Description No. 1	Description No. 2	Description No. 1	Description No. 2
5 miles and under	12	10	16	13
10 miles and over 5	13	11	17	14
15 miles and over 10	13	12	17	15
20 miles and over 15	14	12	18	15
25 miles and over 20	15	13	19	16
30 miles and over 25	16	14	20	17
35 miles and over 30	17	15	21	18
40 miles and over 35	18	15	22	18
45 miles and over 40	19	16	23	19
50 miles and over 45	20	17	24	20
55 miles and over 50	20	18	24	21
60 miles and over 55	21	18	25	21
65 miles and over 60	22	19	26	22
70 miles and over 65	23	20	27	23
75 miles and over 70	24	21	28	24
80 miles and over 75	25	21	29	24
85 miles and over 80	25	21	29	24
90 miles and over 85	26	22	30	25
95 miles and over 90	26	22	30	25
100 miles and over 95	27	23	31	26
110 miles and over 100	28	24	32	27
120 miles and over 110	29	25	33	28
130 miles and over 120	30	26	34	29
140 miles and over 130	31	26	35	29
150 miles and over 140	32	27	36	30
160 miles and over 150	33	28	37	31
170 miles and over 160	34	29	38	32
180 miles and over 170	34	29	38	32
190 miles and over 180	35	30	39	33
200 miles and over 190	36	31	40	34
210 miles and over 200	36	31	40	34
220 miles and over 210	37	32	41	35
230 miles and over 220	38	32	42	35
240 miles and over 230	39	33	43	36
260 miles and over 250	40	34	44	37
280 miles and over 270	41	35	45	38
300 miles and over 280	43	37	47	40
320 miles and over 300	44	38	48	41
340 miles and over 320	46	39	50	42
360 miles and over 340	47	40	51	43
380 miles and over 360	48	41	52	44
400 miles and over 380	50	43	54	46
420 miles and over 400	51	44	55	47
440 miles and over 420	52	44	56	47
460 miles and over 440	53	45	57	48
480 miles and over 460	54	46	58	49
500 miles and over 480	55	47	59	50
520 miles and over 500	56	48	60	51
540 miles and over 520	57	49	61	52
560 miles and over 540	58	50	62	53
580 miles and over 560	59	51	63	54
600 miles and over 580	60	52	64	55
620 miles and over 600	61	53	65	56
640 miles and over 620	62	53	66	56
660 miles and over 640	63	54	67	57



SCALE "A" RATES—Applicable to common carriers named in Groups A, B and C of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers named in Group D of Circular No. 290. The arbitrary of four (4) cents allowed in this scale on commodities under Description No. 1 and the arbitrary of three (3) cents allowed on commodities under Description No. 2 over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
Clerk.

Issued September 2, 1929.

Effective October 1, 1929.

Circular No. 340. (Cancels Circular No. 319.)

# MAXIMUM FREIGHT RATES ON MARBLE AND GRANITE, (OTHER THAN GRAVESTONES, TOMBSTONES, MONUMENTS, OR PARTS THEREOF):

Blocks or slabs, marble, slate, granite or stone, rough quarried, not packed, also sawed, sand rubbed (or slushed), hammered or chiseled, boxed or crated. Less than carload.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	6	8½	6	10½	13½	16
10 miles and over 5.....	7	10½	8½	11½	14½	18
15 miles and over 10.....	8½	11½	10½	13	16	19
20 miles and over 15.....	10½	13	11½	14	18	20½
30 miles and over 20.....	11½	14	13	16	19	21½
40 miles and over 30.....	13	16	14	17	20½	23½
50 miles and over 40.....	14	17	16	18½	21½	24½
60 miles and over 50.....	16	18½	17	20	23½	26
75 miles and over 60.....	17	20	18½	21½	24½	27½
90 miles and over 75.....	18½	21½	20	22½	26	29
110 miles and over 90.....	20	22½	21½	24½	27½	30
130 miles and over 110.....	21½	24½	21½	25	29	32
160 miles and over 130.....	22½	25	22½	27	30	32½
210 miles and over 160.....	24½	27	24½	28½	32	34½
230 miles and over 210.....	25	28½	25	29½	32½	36
250 miles and over 230.....	27	29½	27	31	34½	37
280 miles and over 250.....	28½	31	28½	33	36	38½
360 miles and over 280.....	29½	33	29½	34	37	40½
440 miles and over 360.....	31	34	31	35½	38½	41½
480 miles and over 440.....	33	35½	33	36½	40½	43
540 miles and over 480.....	34	36½	34	38½	41½	44
600 miles and over 540.....	35	37½	35	39½	42½	45
660 miles and over 600.....	36½	39	36½	40½	44	46½

SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue solely to Group C carrier or carriers.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of seven and one-half (7½) cents allowed in this scale over Scale "A" rates shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
Clerk.

Issued September 2, 1929.

Effective October 1, 1929.

Circular No. 341.

Canceled June 10, 1930, by Supplement No 1.

MAXIMUM FREIGHT RATES ON STONE, MARBLE, GRANITE, VIZ.:  
Curbing or Paving Blocks; Building; Dimension or Random; Rough Quarried or Dressed; Not Polished or Carved. Carload minimum weight 50,000 pounds.

Rates in Cents Per Ton of 2,000 Pounds.

Distance	SCALE "A"		SCALE "B"	
	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	80	100	120	140
10 miles and over 5.....	87	107	127	147
15 miles and over 10.....	90	110	130	150
20 miles and over 15.....	93	113	133	153
25 miles and over 20.....	96	116	136	156
30 miles and over 25.....	100	120	140	160
35 miles and over 30.....	103	123	143	163
40 miles and over 35.....	106	126	146	166
45 miles and over 40.....	110	130	150	170
50 miles and over 45.....	113	133	153	173
55 miles and over 50.....	116	136	156	176
60 miles and over 55.....	119	139	159	179
65 miles and over 60.....	123	143	163	183
70 miles and over 65.....	126	146	166	186
75 miles and over 70.....	129	149	169	189
80 miles and over 75.....	132	152	172	192
85 miles and over 80.....	135	155	175	195
90 miles and over 85.....	139	159	179	199
95 miles and over 90.....	142	162	182	202
100 miles and over 95.....	145	165	185	205
110 miles and over 100.....	148	165	188	205
120 miles and over 110.....	151	166	191	206
130 miles and over 120.....	154	169	194	209
140 miles and over 130.....	157	172	197	212
150 miles and over 140.....	160	175	200	215
160 miles and over 150.....	162	177	202	217
170 miles and over 160.....	164	179	204	219
180 miles and over 170.....	166	181	206	221
190 miles and over 180.....	168	183	208	223
200 miles and over 190.....	170	185	210	225
210 miles and over 200.....	172	185	212	225
220 miles and over 210.....	174	185	214	225
230 miles and over 220.....	176	186	216	226
240 miles and over 230.....	178	188	218	228
250 miles and over 240.....	180	190	220	230
260 miles and over 250.....	182	192	222	232
270 miles and over 260.....	184	194	224	234
280 miles and over 270.....	186	196	226	236
290 miles and over 280.....	189	198	228	238
300 miles and over 290.....	190	200	230	240
310 miles and over 300.....	192	202	232	242
320 miles and over 310.....	194	204	234	244
330 miles and over 320.....	196	206	236	246
340 miles and over 320.....	199	208	239	248
350 miles and over 340.....	200	210	240	250
360 miles and over 350.....	202	212	242	252
370 miles and over 360.....	204	214	244	254
380 miles and over 370.....	206	216	246	256
390 miles and over 380.....	209	218	249	258
400 miles and over 390.....	210	220	250	260
420 miles and over 400.....	214	224	254	264
440 miles and over 420.....	218	228	258	268
460 miles and over 440.....	222	232	262	272
480 miles and over 460.....	226	236	266	276
500 miles and over 480.....	230	240	270	280



## Stone, Etc.—Continued

Distance	SCALE "A"		SCALE "B"	
	Single Line	Joint Line	Single Line	Joint Line
520 miles and over 500.....	234	244	274	284
540 miles and over 520.....	238	248	278	288
560 miles and over 540.....	242	252	282	292
580 miles and over 560.....	245	255	285	295
600 miles and over 580.....	248	258	288	298
620 miles and over 600.....	251	261	291	301
640 miles and over 620.....	254	264	294	304
660 miles and over 640.....	257	267	297	307

SCALE "A" RATES—Applicable to common carriers in Groups A, B and C of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of forty (40) cents per ton allowed in this scale over Scale "A" rates shall accrue solely to the carrier or carriers in Group D.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued September 2, 1929.

Effective October 1, 1929.

Circular No. 342. (Cancels Circular No. 321.)

## MAXIMUM FREIGHT RATES ON PAPER, VIZ.:

*Glazed*, for manufacture of paper boxes or for wrapping purposes, in boxes, bundles, crates or rolls, any quantity;

*Printing*, in boxes, bundles, crates or rolls, less than carload;

*Strawboard and Pulpboard*, in boxes, bundles, crates or rolls, less than carload;

*Wrapping or Lining*, in boxes, bundles, crates or rolls, less than carload.

## Rates in Cents Per 100 Pounds.

Distance	SCALE "A"		SCALE "B"		SCALE "C"	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line
5 miles and under.....	7	10½	8½	11½	15	18½
10 miles and over 5.....	8½	11½	10½	13	16½	19½
15 miles and over 10.....	10½	13	11½	14	18½	21
20 miles and over 15.....	11½	14	13	16	19½	22
25 miles and over 20.....	13	16	14	17	21	24
30 miles and over 25.....	14	17	16	18½	22	25
35 miles and over 30.....	14	17	16	18½	22	25
40 miles and over 35.....	16	18½	17	20	24	26½
45 miles and over 40.....	16	18½	17	20	24	26½
50 miles and over 45.....	17	20	18½	21½	25	28
55 miles and over 50.....	17	20	18½	21½	25	28
60 miles and over 55.....	18½	21½	20	22½	26½	29½
65 miles and over 60.....	18½	21½	20	22½	26½	29½
70 miles and over 65.....	20	22½	21½	24½	28	30½
75 miles and over 70.....	20	22½	21½	24½	28	30½
80 miles and over 75.....	21½	24½	22½	25	29½	32½
90 miles and over 80.....	21½	24½	24½	25	29½	32½
100 miles and over 90.....	22½	25	24½	27	30½	33
110 miles and over 100.....	22½	25	24½	27	30½	33
130 miles and over 110.....	24½	27	25	28½	32½	35
150 miles and over 130.....	25	28½	25	29½	33	36½
160 miles and over 150.....	27	29½	27	31	35	37½
180 miles and over 160.....	28½	31	28½	33	36½	39
190 miles and over 180.....	29½	33	29½	34	37½	41
200 miles and over 190.....	31	34	31	35½	39	42
210 miles and over 200.....	31	34	31	35½	39	42
220 miles and over 210.....	33	35½	33	36½	41	43½
240 miles and over 220.....	33	35½	33	36½	41	43½
260 miles and over 240.....	33	35½	33	36½	41	43½
280 miles and over 260.....	33	35½	33	36½	41	43½
300 miles and over 280.....	34	36½	34	38½	42	44½
320 miles and over 300.....	34	36½	34	38½	42	44½
340 miles and over 320.....	34	36½	34	38½	42	44½
360 miles and over 340.....	34	36½	34	38½	42	44½
380 miles and over 360.....	35½	38½	35½	39½	43½	46½
400 miles and over 380.....	35½	38½	35½	39½	43½	46½
420 miles and over 400.....	36½	39½	36½	41	44½	47½
440 miles and over 420.....	36½	39½	36½	41	44½	47½
460 miles and over 440.....	36½	39½	36½	41	44½	47½
500 miles and over 460.....	38½	41	38½	42½	46½	49
540 miles and over 500.....	39½	42	39½	43½	47½	50
580 miles and over 540.....	40½	43	40½	44½	48½	51
620 miles and over 580.....	42	45	42	46	50	53
660 miles and over 620.....	43	46	43	47	51	54



SCALE "A" RATES—Applicable to common carriers in Groups A and B of Circular No. 290.

SCALE "B" RATES—Applicable to common carriers in Group C of Circular No. 290. The excess of Scale "B" rates over Scale "A" rates shall accrue solely to Group C carrier or carriers.

SCALE "C" RATES—Applicable to common carriers in Group D of Circular No. 290. The arbitrary of eight (8) cents allowed in this scale over Scale "A" rates shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,  
*Clerk.*

Issued September 4, 1929.

Effective October 1, 1929.

Circular No. 343.

**MAXIMUM FREIGHT RATES ON BAGGING, USED, COTTON BALE COVERING, HEMP OR JUTE; (SEE NOTE 1 BELOW), AND COTTON BALING TIES OR BUCKLES, USED, IRON OR STEEL (SEE NOTE 2 BELOW), IN STRAIGHT OR MIXED C. L., MINIMUM WEIGHT 24,000 POUNDS, SUBJECT TO RULE 34 OF SOUTHERN CLASSIFICATION.**

**NOTE 1:**—Applies only on bagging, cotton bale covering, hemp or jute, not exceeding 28 strands to the square inch, counting warp and filling, double strands to be counted as one, such as removed from baled cotton and not suitable for baling cotton until reconditioned or further manufactured. Does not apply on old (reconditioned) bagging, cotton bale covering, hemp or jute, or patches for cotton bale covering.

**NOTE 2:**—Applies only on cotton baling ties and buckles, iron or steel, such as removed from baled cotton and not suitable for baling until reconditioned or further manufactured. Does not apply on old (reconditioned) cotton baling ties and buckles, iron or steel.

**Rates in Cents Per 100 Pounds.**

Distance	SCALE "A"	SCALE "B"
5 miles and under.....	8	11
10 miles and over 5.....	8	11
15 miles and over 10.....	9	12
20 miles and over 15.....	9	12
25 miles and over 20.....	10	13
30 miles and over 25.....	10	13
35 miles and over 30.....	11	14
40 miles and over 35.....	11	14
45 miles and over 40.....	12	15
50 miles and over 45.....	13	16
55 miles and over 50.....	13	16
60 miles and over 55.....	14	17
65 miles and over 60.....	14	17
70 miles and over 65.....	15	18
75 miles and over 70.....	15	18
80 miles and over 75.....	16	19
85 miles and over 80.....	16	19
90 miles and over 85.....	16	19
95 miles and over 90.....	17	20
100 miles and over 95.....	17	20
110 miles and over 100.....	18	21
120 miles and over 110.....	18	21
130 miles and over 120.....	19	22
140 miles and over 130.....	20	23
150 miles and over 140.....	20	23
160 miles and over 150.....	21	24
170 miles and over 160.....	22	25
180 miles and over 170.....	22	25
190 miles and over 180.....	23	26
200 miles and over 190.....	23	26
210 miles and over 200.....	23	26
220 miles and over 210.....	24	27
230 miles and over 220.....	24	27
240 miles and over 230.....	25	28
260 miles and over 240.....	26	29
280 miles and over 260.....	27	30
300 miles and over 280.....	27	30
320 miles and over 300.....	28	31
340 miles and over 320.....	29	32
360 miles and over 340.....	30	33
380 miles and over 360.....	31	34
400 miles and over 380.....	32	35
420 miles and over 400.....	33	36



**Rates on Bagging—Continued**

Distance	SCALE "A"	SCALE "B"
440 miles and over 420.....	33	36
460 miles and over 440.....	34	37
480 miles and over 460.....	35	38
500 miles and over 480.....	35	38
520 miles and over 500.....	36	39
540 miles and over 520.....	37	40
560 miles and over 540.....	37	40
580 miles and over 560.....	38	41
600 miles and over 580.....	39	42
620 miles and over 600.....	39	42
640 miles and over 620.....	40	43
660 miles and over 640.....	41	44
680 miles and over 660.....	41	44

SCALE "A" RATES—Applicable locally and jointly over lines of carriers named in Groups A, B and C of Circular No. 290.

SCALE "B" RATES—Applicable locally and jointly over lines of carriers named in Group D of Circular No. 290. The arbitrary of three (3) cents per 100 pounds allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers named in Group D of Circular No. 290.

By order of the Commission:

Issued December 4, 1929.

Effective January 8, 1930.

Circular No. 344.

R. O. SELF,

*Clerk.*

## MAXIMUM FREIGHT RATES ON CAST IRON PIPE AND FITTINGS:

With or without cement or composition lining or coating; with or without prepared joints (see Note 2); in straight or mixed carloads, minimum weight 40,000 pounds, viz.:

Pipe, cast iron.

Fittings, cast iron, including elbows, traps, tees and crosses, with or without brass cleanout plugs, or brass or bronze stay rods, and/or cast iron cleanout plugs or ferrules (see Note 1).

Meter, stock-cock and/or valve boxes, cast iron.

Culverts, cast iron.

NOTE 1:—Connecting bolts and nuts, washers, packing or wedges, in barrels, boxes, kegs or burlap bags, not exceeding in the aggregate 2 per cent of the weight of the entire carload, may be included in straight or mixed carloads of cast iron pipe and/or fittings at the rate on cast iron pipe, carload.

NOTE 2:—Prepared joints consisting of lead, jute or iron wedges, inserted in the bell or large end shall be securely held in place by wooden blocks and shall not project beyond the end of the pipe and/or fittings.

## Rates in Cents Per 100 Pounds.

Distance	Rate
5 miles and under.....	6
10 miles and over 5.....	6½
15 miles and over 10.....	7
20 miles and over 15.....	8
25 miles and over 20.....	8½
30 miles and over 25.....	9
35 miles and over 30.....	9½
40 miles and over 35.....	10
45 miles and over 40.....	10½
50 miles and over 45.....	11
55 miles and over 50.....	11½
60 miles and over 55.....	12
65 miles and over 60.....	12½
70 miles and over 65.....	13
75 miles and over 70.....	13½
80 miles and over 75.....	14
85 miles and over 80.....	14½
90 miles and over 85.....	15
95 miles and over 90.....	15½
100 miles and over 95.....	16
105 miles and over 100.....	16½
110 miles and over 105.....	17
120 miles and over 110.....	17½
130 miles and over 120.....	18
140 miles and over 130.....	18½
150 miles and over 140.....	19
160 miles and over 150.....	19½
170 miles and over 160.....	20
180 miles and over 170.....	20½
190 miles and over 180.....	21
200 miles and over 190.....	21½
210 miles and over 200.....	22
220 miles and over 210.....	22½
230 miles and over 220.....	23
240 miles and over 230.....	23½
250 miles and over 240.....	24
260 miles and over 250.....	24½
270 miles and over 260.....	25
280 miles and over 270.....	25½
290 miles and over 280.....	26



## Rates on Cast Iron Pipe and Fittings—Continued

Distance	Rate
300 miles and over 290.....	26½
320 miles and over 300.....	27
340 miles and over 320.....	28
360 miles and over 340.....	29
380 miles and over 360.....	30
400 miles and over 380.....	31
425 miles and over 400.....	32
450 miles and over 425.....	33
475 miles and over 450.....	34
500 miles and over 475.....	35
535 miles and over 500.....	36
565 miles and over 535.....	37
600 miles and over 565.....	38
635 miles and over 600.....	39
665 miles and over 635.....	40

The above rates shall apply locally and jointly over lines of carriers named in Groups A, B and C of Circular No. 290.

Rates for account of lines listed in Group D of Circular No. 290 may be made by adding an arbitrary of four (4) cents per 100 pounds to rates prescribed for Groups A, B and C carriers.

By order of the Commission:

Issued February 25, 1930.

Effective March 20, 1930.

Circular No. 345.

R. O. SELF,  
Clerk.

# ATLANTIC COAST LINE RAILROAD COMPANY

COMPILATION OF RAILROAD RETURNS FOR THE YEARS ENDING DECEMBER 31, 1926 AND 1927

## PRINCIPAL GENERAL OFFICERS—1928-1929

Title	Name	Official Address
President.....	Geo. B. Elliott.....	Wilmington, N. C.
Executive Vice-President.....	Lyman Delano.....	Wilmington, N. C.
Vice-President.....	C. McDavis.....	Wilmington, N. C.
Vice-President.....	H. L. Borden.....	New York, N. Y.
Vice-President.....	P. R. Albright.....	Wilmington, N. C.
Vice-President.....	T. F. Darden.....	Wilmington, N. C.
Secretary.....	H. L. Borden.....	New York, N. Y.
Treasurer.....	John T. Reid.....	Wilmington, N. C.
General Counsel.....	F. Barron Grier.....	Wilmington, N. C.
Comptroller.....	W. D. McCraig.....	Wilmington, N. C.
General Manager.....	J. N. Brand.....	Wilmington, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
Tax Agent.....	C. S. Morse.....	Wilmington, N. C.
General Superintendent Motive Power.....	R. D. Hawkins.....	Wilmington, N. C.

## DIRECTORS

H. Walters, Baltimore, Md.; George C. Jenkins, Baltimore, Md.; Waldo Newcomer, Baltimore, Md.; J. J. Nelligan, Baltimore, Md.; F. B. Adams, New York, N. Y.; F. W. Scott, Richmond, Va.; F. K. Borden, Goldsboro, N. C.; Lyman Delano, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.; H. C. McQueen, Wilmington, N. C.; W. W. MacKall, Savannah, Ga.; H. L. Borden, New York, N. Y.; Louis A. Bize, Tampa, Fla.

## HISTORY

1. Exact name of common carrier making this report: Atlantic Coast Line Railroad Company
2. Date of organization: The existing records of the company do not show the date of organization. The organization was doubtless effected soon after March 14, 1836, the date that the charter was granted by the General Assembly of Virginia.
3. Under laws of what government, state or territory organized? If more than one, name them. Give reference to each statute and all amendments thereof:

Chartered and organized as Richmond and Petersburg Railroad Company by and under an act of the General Assembly of Virginia passed March 14, 1836, being chapter 121 of the Acts of 1835-36. Amended by Acts of the General Assembly of Virginia as follows: Chapter 51, session 1853-54, passed February 16, 1854; chapter 218, session 1865-66, passed December 12, 1865, chapter 74, session 1866-67, passed January 16, 1867; chapter 17, session 1869-70, approved March 5, 1870; chapter 635, session 1897-98, approved March 1, 1898; chapter 18, session 1899-1900, approved January 12, 1900.

Under the Act of the General Assembly of Virginia approved March 1, 1898, the Richmond and Petersburg Railroad Company purchased by deed from the Petersburg Railroad Company all of the property, rights, powers, privileges and franchises of the said Petersburg Railroad Company, which then became merged into the Richmond and Petersburg Railroad Company. The Petersburg Railroad Company had been chartered by an act of the General Assembly of Virginia passed February 10, 1830. Under the authority of said Act of March 1, 1898, the name of the Richmond and Petersburg Railroad Company was, November 21, 1898, changed to Atlantic Coast Line Railroad Company of Virginia. April 21, 1900, the railroads, property, appurtenances and franchises of the Norfolk and Carolina Railroad Company, the Wilmington and Weldon Railroad Company, and the Atlantic Coast Line Railroad Company of South Carolina were merged with and sold to the Atlantic Coast Line Railroad Company of Virginia, and the name of the company was changed to Atlantic Coast Line Railroad Company; all under authority of said act of the General Assembly of Virginia, approved January 12, 1900, and



chapter 105 of the Private Laws of North Carolina, session 1899, ratified February 24, 1899, and article 3 of chapter 51 of the Civil Statute Laws of South Carolina, and chapter 50 of the Statutes at Large of South Carolina, approved March 9, 1896.

The Norfolk and Carolina Railroad Company had been incorporated as the Chowan and Southern Railroad Company by act of the General Assembly of Virginia approved May 5, 1887, and under an amendment approved January 27, 1888, the name was changed to Norfolk and Carolina Railroad Company. The Wilmington and Weldon Railroad Company had been chartered as the Wilmington and Raleigh Railroad Company by an act of the General Assembly of North Carolina ratified January 3, 1834, and under an amendment ratified February 14, 1855, the name was changed to Wilmington and Weldon Railroad Company. The Atlantic Coast Line Railroad Company of South Carolina had been chartered by an act of the General Assembly of South Carolina approved March 5, 1887. Under articles of agreement, consolidation and merger, made and entered into April 10, 1902, all of the capital stock, property and franchise of the Savannah, Florida and Western Railroad Company was merged with and sold to the Atlantic Coast Line Railroad Company. The said merger and sale of said properties of Savannah, Florida and Western Railway Company being into the Atlantic Coast Line Railroad Company, which was then and there a Virginia corporation, and being made on the part of the Atlantic Coast Line Company, under authority of its charter, the said acts of the General Assembly of Virginia approved January 12, 1900, which said charter limited its actions thereunder to the acquisition by it of other railroad companies, by way of merger of such other railroad into their absorption by it, the said Atlantic Coast Line Railroad, and being authorized on the part of the other States in which the lines of the Savannah, Florida and Western Railway Company were incorporated by various statutes providing for and authorizing the merger, sale, and acquisition of such lines by other railroad companies, and in particular by article 3 of chapter 50 of the Code of South Carolina of 1902, and section 2179 of the Code of Georgia of 1895, and section 2248 of the Code of Florida, 1892, and chapter 4615, Laws of Florida of 1897, approved June 5, 1897, and section 1169 of the Code of Alabama of 1896, as amended by the acts approved February 7th, Laws of 1899. The Savannah, Florida and Western Railway Company had been chartered November 25, 1879, under the provisions of a general act of the Legislature of the State of Georgia, approved February 29, 1876, and this charter was amended by an act of the General Assembly of the State of Georgia approved September 13, 1891.

Since April, 1902, the Atlantic Coast Line Railroad Company has lawfully acquired the property rights, powers, privileges and franchises of the following companies:

St. Johns and Lake Eustis Railroad Company, by deed dated June 12, 1902. This company on June 8, 1896, filed application for charter under the laws of the State of Florida, and this charter was issued on September 5, 1896. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and section 2246 of the Revised Statutes of Florida, 1892, and chapter 4615 of the Laws of Florida, 1897, approved June 5, 1897.

The Florida Southern Railroad Company, by deed dated March 19, 1903. This company on April 27, 1892, filed application for charter under the general laws of Florida, and on the same date this charter was issued. The purchase of this property was made under the same authority as in the case of St. Johns and Lake Eustis Railroad Company.

The Sanford and St. Petersburg Railroad Company, by deed dated March 19, 1903. This company on August 12, 1893, filed application for charter under the general laws of Florida, and this charter was issued October 26, 1893, and amended January 21, 1901. The purchase of this property was made under the same authority as in the case of St. Johns and Lake Eustis Railroad Company.

Jacksonville and Southwestern Railroad Company, by deed dated July 28, 1904. This company on February 4, 1899, filed application for charter under the general laws of Florida, and this charter was issued March 11, 1899, and amended by certificate filed with and approved by the Secretary of State of Florida May 9, 1900. The purchase of this property was made under the same authority as in the case of St. Johns and Lake Eustis Railroad Company.

The Winston and Bone Valley Railroad Company, by deed dated February 18, 1909. This company on December 21, 1892, filed application for charter under the general laws of the State of Florida, and this charter was issued on the same date. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and sections 2812 and 2815 of the General Statutes of Florida, 1906.

The Conway, Coast and Western Railroad Company, by deed dated July 1, 1912. This company was incorporated as the Conway and Seashore Railroad Company by an act of the General Assembly of South Carolina approved February 28, 1899. Under authority of the General Laws of South Carolina, the Secretary of State of South Carolina on July 28, 1904, granted an amendment of the charter and under said amendment the name of the company was changed to Conway, Coast and Western Railroad Company. The purchase of this property was made under authority of said acts of the General Assembly of Virginia approved January 12, 1900, and No. 446 of the acts of the General Assembly of South Carolina, session of 1912.



Property of Sanford and Everglades Railroad Company, except its franchise, by deed of October 15, 1913. This company was incorporated July 31, 1908, under the laws of the State of Florida. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and sections 2812 and 2815 of the General Statutes of the State of Florida, 1906, as amended.

Property formerly belonging to the Florida Central Railroad Company between Fincher and Fanlew, in Florida, which was sold under foreclosure and conveyed to this company by deed, dated February 27, 1915, from the purchaser at said foreclosure sale. The purchase of this property was made under authority of said act of General Assembly of Virginia approved January 12, 1900, and sections 2812 and 2815 of the General Statutes of Florida, 1906, as amended.

By an order entered June 3, 1924, the Interstate Commerce Commission authorized this company and Louisville and Nashville Railroad, to jointly lease the railroad extending from Elkhorn City, Ky., to Spartanburg, South Carolina, operated by Carolina, Clinchfield and Ohio Railway. Under this authority the properties, rights and franchises of Carolina, Clinchfield and Ohio Railway, Carolina, Clinchfield and Ohio Railway of South Carolina and Clinchfield Northern Railway of Kentucky (except the franchises to be corporations) were leased to this company and the Louisville and Nashville Railroad Company, jointly for 999 years from May 11, 1923, by indenture of lease dated October 16, 1924, and the properties delivered to the lessees on October 16, 1924. The leased properties are now being operated for the lessees by a separate organization known as Clinchfield Railroad Company.

By an order entered June 6, 1925, the Interstate Commerce Commission authorized this company to lease the railroad extending from Moore Haven, Florida, to Clewiston, Florida, operated by Moore Haven and Clewiston Railway Company. Under this authority all of the railroad property and franchises of the Moore Haven and Clewiston Railway Company, except its franchise to be a corporation, were leased to Atlantic Coast Line Railroad for a term of 99 years, beginning July 1, 1925. The leased properties are now being operated by the lessee.

During the year the respondent and L. & N. Railroad Company were lessees, jointly, of the property known as Georgia Railroad and of the property leased from C., C. & O. Railway and others. These leased properties were each operated by separate operating organizations; that of the Georgia Railroad having existed for many years and that of the Clinchfield being in accordance with the requirements of Finance Docket 3131.

## ROAD OPERATED—ENTIRE LINE—1928-1929

1928	Main Line	Branch Lines	Second Main Track	Industrial Tracks	Yard Tracks Sidings, etc.	Total
A. C. L.-----	3,073.99	1,743.47	683.76	127.21	1,336.63	6,965.06
Proprietary-----	141.30	19.39	-----	2.44	30.99	194.12
Lease-----	108.86	-----	-----	1.30	10.55	120.71
Contract-----	-----	-----	-----	-----	1.73	1.73
Trackage rights-----	56.28	-----	6.32	.43	.65	63.68
Total-----	3,380.43	1,762.86	690.08	131.38	1,380.55	7,345.30
Owned, not operated-----	-----	15.21	-----	-----	-----	15.21
Total owned-----	3,073.99	1,758.68	683.76	172.21	1,336.63	6,980.27
1929						
A. C. L.-----	3,073.66	1,754.80	683.10	126.25	1,341.02	6,979.93
Proprietary-----	121.30	19.61	-----	2.82	33.57	197.30
Lease-----	108.97	-----	-----	1.30	10.86	121.13
Trackage rights-----	56.28	-----	6.32	.43	.65	63.68
Total-----	3,360.21	1,774.41	689.42	130.80	1,386.10	7,362.04
Owned, not operated-----	-----	15.21	-----	-----	-----	15.21
Total owned-----	3,073.66	1,770.01	-----	-----	-----	6,980.27



## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 82,539,400.00	\$ 82,539,400.00
Capital stock, per mile.....	17,079.91	17,040.67
Funded debt.....	158,335,030.00	157,270,730.00
Funded debt per mile.....	32,763.46	32,469.33
Cost of road.....	186,640,172.15	189,144,808.05
Cost of road, per mile.....	38,620.51	39,050.51
Cost of equipment.....	81,919,724.98	81,288,620.83
Cost of equipment, per mile.....	16,951.23	16,782.44
Operating revenue.....	71,393,174.35	72,371,894.14
Operating expenses.....	55,966,058.85	53,431,588.81
Net operating revenue.....	15,427,115.50	18,940,305.33
Operating revenue, per mile.....	13,950.68	14,048.43
Operating expenses, per mile.....	10,936.12	10,371.84
Total freight revenue.....	52,019,282.94	53,188,638.62
Total passenger train service revenue.....	17,232,279.70	16,903,441.40
Freight revenue, per mile.....	10,164.90	10,324.68
Passenger service train revenue, per mile.....	3,367.30	3,281.20
Total number passengers carried earning revenue.....	2,825,587	2,366,196
Average receipts per passenger-mile.....	.03476	.03478
Taxes paid.....	5,800,000.00	6,240,000.00
Net income.....	8,443,604.12	11,921,507.14

\*Estimated on mileage basis.

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 275; Professional, clerical and general, 3,360; Maintenance of way and structures, 6,596; Maintenance of equipment and stores, 6,600; Transportation (other than train, engine, and yard), 3,714; Transportation (yardmasters, switchtenders and hostlers), 225; Transportation (train and engine service), 3,852. Total, 24,622.

Employees (1929): Number—Executives, officials and staff assistants, 290; Professional, clerical and general, 3,198; Maintenance of way and structures, 6,467; Maintenance of equipment and stores, 6,212; Transportation (other than train, engine and yard) 6,623; Transportation (yardmasters, switchtenders and hostlers), 226; Transportation (train and engine service), 3,737. Total, 23,753.

## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Main Track	Branch Lines	Second Main Track	Industrial Tracks	Yard Track and Siding	Total
Owned.....	\$ 600.84	\$ 427.66	\$ 183.64	\$ 30.34	\$ 246.72	\$1,489.20
Leased.....	43.33			.43	2.26	46.02
Trackage rights.....	4.84					4.84
Total.....	649.01	427.66	183.64	30.77	248.98	1,540.06
Single line operated.....	1,076.67					
Single line owned.....	1,028.50		183.64	30.34	246.72	1,489.20
1929						
Owned.....	600.84	427.60	183.64	29.91	246.57	1,488.56
Leased.....	43.44			.43	2.26	46.13
Trackage rights.....	4.84					4.84
Total.....	649.12	427.60	183.64	30.34	248.83	1,539.53
Single line operated.....	1,076.72					
Single line owned.....	1,028.44		183.64	29.91	246.57	1,488.56

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 17,566,687.43	\$ 17,525,647.46
Capital stock, per mile.....	17,079.91	17,040.67
*Funded debt.....	33,697,218.61	33,393,407.13
Funded debt, per mile.....	32,763.46	32,469.33
*Cost of road.....	39,721,194.53	40,161,887.51
Cost of road, per mile.....	38,620.51	39,050.51
*Cost of equipment.....	17,434,340.05	17,260,068.24
Cost of equipment, per mile.....	16,951.23	16,782.44
Operating revenue.....	17,353,503.27	17,314,298.95
Operating expenses.....	13,603,669.93	12,782,973.31
Net operating revenue.....	3,749,833.34	4,531,325.64
Operating revenue, per mile.....	16,131.54	16,081.94
Operating expenses, per mile.....	12,645.75	11,873.13
Total freight revenue.....	13,273,513.01	13,184,957.89
Total passenger train service revenue.....	3,809,946.54	3,831,976.56
Freight revenue, per mile.....	12,338.85	12,246.51
Passenger service train revenue, per mile.....	3,541.67	3,559.23
Total number passengers carried earning revenue.....	1,010,219	884,322
Average receipts per passenger-mile.....	.03486	.03490
Taxes paid, North Carolina.....	1,399,504.02	1,431,494.96

\*Estimated on mileage basis.



**CLINCHFIELD RAILROAD COMPANY****OFFICERS—1928-1929**

Title	Name	Address
General Manager.....	L. H. Phetteplace.....	Erwin, Tenn.
General Solicitor.....	J. J. McLoughlin.....	Erwin, Tenn.
Treasurer.....	John W. Sanders.....	Erwin, Tenn.
Purchasing Agent.....	W. A. Starritt.....	Erwin, Tenn.
General Auditor.....	Chas. Hewett.....	Erwin, Tenn.
Gen. Frt. and Pass. Agt.....	C. A. Smith.....	Erwin, Tenn.

**EXECUTIVE BOARD—1928-1929**

H. Walters, Baltimore, Md.; Lyman Delano, Wilmington, N. C.; W. R. Cole, Louisville, Ky.

**HISTORY**

Clinchfield Railroad Company is the designation of lessees operating organization, is not incorporated, and operates the properties of Carolina, Clinchfield and Ohio Railway; Carolina, Clinchfield and Ohio Railway Company of South Carolina and Clinchfield Northern Railway of Kentucky leased jointly to the Atlantic Coast Line Railroad Company and Louisville and Nashville Railroad Company under lease dated October 16, 1924, authorized by the Interstate Commerce Commission in Finance Docket No. 3131.

## ROAD OPERATED—ENTIRE LINE—1928-1929

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Leased Main Lines.....	276.85	20.95	129.56	427.36
Leased Branch Lines.....	10.39			10.39
Trackage rights.....	22.05		4.10	26.15
Total.....	309.29	20.95	133.66	463.90
1929				
Leased Main Lines.....	276.85	20.08	129.88	426.81
Leased Branch Lines.....	10.39			10.39
Trackage rights.....	22.05		4.10	26.15
Total.....	309.29	20.08	133.98	463.35

## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....		
Funded debt.....		
Operating revenue.....	\$ 6,870,120.86	\$ 6,783,240.29
Operating expenses.....	4,201,065.89	4,333,573.93
Net operating revenue.....	2,669,054.97	2,449,666.36
Operating revenue, per mile.....	22,212.55	2,193.65
Operating expenses, per mile.....	13,582.93	14,011.36
Total freight revenue.....	6,533,303.88	6,475,255.03
Total passenger train service revenue.....	275,441.64	247,871.69
Freight revenue, per mile.....	21,123.55	20,935.87
Passenger service train revenue, per mile.....	962.81	895.33
Total number passengers carried earning revenue.....	221,568	201,086
Average receipts per passenger-mile.....	.03425	.03359
Taxes paid.....	880,000.00	800,000.00
Net income.....	605,567.25	334,190.78

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 21; Professional, clerical and general, 233; Maintenance of way and structures, 527; Maintenance of equipment and stores, 455; Transportation (other than train, engine and yard), 90; Transportation (yardmasters, switchtenders and hostlers), 43; Transportation (train and engine service), 245. Total, 1,614.

Employees (1929): Number—Executives, officials and staff assistants, 21; Professional, clerical and general, 222; Maintenance of way and structures, 471; Maintenance of equipment and stores, 460; Transportation (other than train, engine and yard), 88; Transportation (yardmasters, switchtenders and hostlers, 41; Transportation (train and engine service), 231. Total, 1,534.



## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Leased Main Line.....	116.61	3.00	30.73	150.34
Leased Branch Line.....	.79			.79
Total.....	117.40	3.00	30.73	151.13
1929				
Leased Main Line.....	116.61	2.74	30.78	150.13
Leased Branch Line.....	.79			.79
Total.....	117.40	2.74	30.78	150.92

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
Operating revenue.....	\$ 2,753,516.15	\$ 2,705,082.15
Operating expenses.....	1,447,614.91	1,509,495.04
Net operating revenue.....	1,305,901.24	1,195,587.11
Operating revenue, per mile.....	23,454.14	23,041.59
Operating expenses, per mile.....	12,330.62	12,857.71
Total freight revenue.....	2,642,649.10	2,605,044.15
Total passenger train service revenue.....	55,053.01	46,132.04
Freight revenue, per mile.....	22,509.79	22,189.47
Passenger service train revenue, per mile.....	739.23	661.30
Total number passengers carried earning revenue.....	44,151	38,363
Average receipts per passenger-mile.....	.03454	.03425
Taxes paid, North Carolina.....	314,773.33	290,811.62

**CAROLINA, CLINCHFIELD AND OHIO RAILROAD COMPANY**

(OPERATED BY CLINCHFIELD RAILROAD COMPANY, UNDER LEASE)

**OFFICERS—1928-1929**

Title	Name	Address
President.....	John B. Dennis.....	New York, N. Y.
Vice-President.....	Edward C. Bailly.....	New York, N. Y.
Vice-President.....	C. Ledyard Blair.....	New York, N. Y.
Secretary-Treas.....	T. J. Cunningham.....	New York, N. Y.
Asst. Sec.-Treas.....	Warren P. Eaton.....	New York, N. Y.
Asst. Sec.-Treas.....	John W. Sanders.....	Erwin, Tenn.

**DIRECTORS—1928-1929**

Edward C. Bailly, New York, N. Y.; C. Ledyard Blair, New York, N. Y.; M. N. Buckner, New York, N. Y.; John B. Dennis, New York, N. Y.; N. S. Meldrum, New York, N. Y.; W. W. Miller, New York, N. Y.; J. W. Pless, Marion, N. C.; W. M. Ritter, Columbus, Ohio; H. H. Vreeland, New York, N. Y.

None.

**ROAD OPERATED—ENTIRE LINE—1928-1929**

None

**ROAD OWNED—ENTIRE LINE—1928-1929**

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Main Line—C., C. & O.....	255.97	20.37	116.70	393.04
Branch Lines—C., C. & O.....	10.39	-----	*1.75	12.14
Leased.....	2.79	.10	4.98	7.87
Total.....	269.15	20.47	123.43	413.05
1929				
Main Line—C., C. & O.....	255.97	19.37	117.00	392.34
Branch Lines—C., C. & O.....	10.39	-----	*1.75	12.14
Leased.....	2.79	.10	4.98	7.87
Total.....	269.15	19.47	123.73	412.35

\*Owned jointly with Southern Railway—50-50.

**HISTORY**

- Exact name of common carrier making this report: Carolina, Clinchfield and Ohio Railway.
- Date of organization: Original charter granted to South and Western Railroad Company, January 26, 1905. On August 7, 1906, it was amended to increase the capital stock to \$7,600,000. On March 7, 1909, it was amended to increase the capital stock to \$27,000,000 (\$15,000,000 preferred and \$12,000,000 common) and to change the corporate name to Carolina, Clinchfield and Ohio Railway. On March 29, 1908, it was amended to provide for the construction, maintenance and operation of certain portion of our present line in Virginia. On July 26, 1909, it was amended to increase the capital



stock from \$27,000,000 to \$30,000,000 (\$15,000,000 preferred and \$15,000,000 common). On May 23 1912, it was amended to provide for the construction, maintenance and operation of a portion of our present line in Virginia. On June 3, 1912, it was amended to provide that the capital stock amounting to \$30,000,000 should consist of \$10,000,000 preferred and \$20,000,000 common, instead of \$15,000,000 preferred and \$15,000,000 common, as provided by the amendment of July 26, 1909. On June 7, 1912, it was amended to increase the capital stock from \$30,000,000 to \$40,000,000 (\$15,000,000 preferred and \$25,000,000 common). On March 29, 1916, it was amended to increase the capital stock from \$40,000,000 to \$50,000,000 (\$25,000,000 preferred and \$25,000,000 common).

3. Under the laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

State of Virginia. See also question 6 and answer.

4. If a consolidated company, name all constituent companies. Give specific reference to charter or general laws governing organization of each, and all amendments of same.

See question 6 and answer.

5. Date and authority for each consolidation and for each merger.

See question 6 and answer.

6. If a reorganized company, give name of original corporation, and refer to law under which it was organized and state the occasion for the reorganization.

The original corporation was chartered by the State Corporation Commission of Virginia, on January 26, 1905. The charter was amended March 7, 1908, changing the name to Carolina, Clinchfield and Ohio Railway, and increasing the capital stock. The present concern is authorized to operate in the States of Tennessee and North Carolina, as well as Virginia. By deed, dated March 31, 1908, the Carolina, Clinchfield and Ohio Railway acquired the properties, rights and franchises of South and Western Railroad, a corporation organized under the laws of the State of Tennessee, by articles of consolidation, dated November 20, 1906, between South and Western Railroad Company (of Tennessee), and Kingsport Southern Railway, and is now operating these properties, etc., in Tennessee. By deed, dated April 16, 1908, the Carolina, Clinchfield and Ohio Railway acquired the properties, rights and franchises of the South and Western Railroad Company, a corporation chartered under the laws of the State of North Carolina on December 1, 1905, and is now operating these properties, etc., in North Carolina. Thus, while the original South and Western Railroad Company (of Virginia) was only authorized to operate in Virginia, the Carolina, Clinchfield and Ohio Railway is authorized to, and is, operating in Virginia, Tennessee and North Carolina.

## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 25,000,000.00	\$ 25,000,000.00
Capital stock, per miles.....	93,857.93	93,857.93
Funded debt.....	27,318,000.00	27,768,000.00
Funded debt, per mile.....	102,560.44	104,249.88
Cost of road.....	51,011,318.27	51,142,984.71
Cost of road, per mile.....	191,512.68	192,006.99
Cost of equipment.....	16,690,615.15	16,647,637.13
Cost of equipment, per mile.....	62,661.86	62,500.51
Net income.....	999,465.12	1,001,000.00

## ROAD OPERATED IN NORTH CAROLINA—1928-1929

None.

## ROAD OWNED IN NORTH CAROLINA—1928-1929

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Main line—C., C. & O.....	116.61	3.00	30.73	150.34
Branch lines—C., C. & O.....	.79	-----	-----	.79
Total.....	117.40	3.00	30.73	151.13
1929				
Main line—C., C. & O.....	116.61	2.74	30.78	150.13
Branch lines—C., C. & O.....	.79	-----	-----	.79
Total.....	117.40	2.74	30.78	150.92

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 11,018,920.98	\$ 11,018,920.98
Capital stock, per mile.....	93,857.93	93,857.93
*Funded debt.....	12,040,595.65	12,238,935.91
Funded debt, per mile.....	102,560.44	104,249.88
*Cost of road.....	22,483,588.63	22,541,620.62
Cost of road, per mile.....	191,512.68	192,006.99
*Cost of equipment.....	7,356,502.36	7,337,559.87
Cost of equipment, per mile.....	62,661.86	62,500.51

\*Estimated on mileage basis.

## NUMBER OF EMPLOYEES

None.



**CAROLINA AND NORTHWESTERN RAILWAY COMPANY****OFFICERS—1928-1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Secretary.....	G. E. Maudlin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

**DIRECTORS—1928-1929**

William A. Barber, New York City, N. Y.; F. S. Wynn, Washington, D. C.; Fairfax Harrison, Washington, D. C.; T. H. White, Chester, S. C.; S. H. Hardin, Chester, S. C.; Geo. H. Dugan, Washington, D. C.; L. F. Long, Newton, N. C.; A. K. Winget, Gastonia, N. C.

**HISTORY**

Carolina and Northwestern Railway Company, organized July 18, 1895, under the Private Laws of North Carolina, 1895, Chapter 190, p. 306; 1901, Chapter 114, p. 301, and the Laws of South Carolina, Volume 23, State Act No. 337, p. 567, approved February 17, 1900.

## ROAD OPERATED—ENTIRE LINE

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—C. & N. W. Main.....	124.30	9.14	13.91	147.35
Trackage rights.....	9.20			9.20
Total.....	133.50	9.14	13.91	156.55
1929				
Owned—C. & N. W. Main.....	124.30	9.14	14.12	147.56
Trackage rights.....	9.20			9.20
Total.....	133.50	9.14	14.12	156.76
Owned road, total length.....	124.30			

## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 1,404,250.00	\$ 1,404,250.00
Capital stock, per mile.....	11,297.26	11,297.26
Funded debt.....	2,071,000.00	2,071,000.00
Funded debt per mile.....	16,661.29	16,661.29
Cost of road.....	3,855,215.35	3,857,488.74
Cost of road, per mile.....	31,015.40	31,033.70
Cost of equipment.....	212,064.22	213,095.22
Cost of equipment, per mile.....	1,706.06	1,714.36
Operating revenue.....	953,681.41	931,922.88
Operating expenses.....	626,331.20	595,176.42
Net operating revenue.....	327,350.21	336,746.46
Operating revenue, per mile.....	7,143.68	6,980.70
Operating expenses, per mile.....	4,691.62	4,458.25
Total freight revenue.....	886,627.67	869,735.54
Total passenger train service revenue.....	53,900.63	51,281.46
Freight revenue, per mile.....	6,641.41	6,514.87
Passenger service train revenue, per mile.....	403.75	384.13
Total number passengers carried earning revenue.....	32,480	26,286
Average receipts per passenger-mile.....	.03633	.03627
Taxes paid.....	45,253.54	49,490.66
Net income.....	70,118.92	87,070.18

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 30; Maintenance of way and structures, 109; Maintenance of equipment and stores, 41; Transportation (other than train, engine and yard), 34; Transportation (train and engine service), 52. Total, 270.

Employees (1929): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 30; Maintenance of way and structures, 105; Maintenance of equipment and stores, 38; Transportation (other than train, engine and yard), 34; Transportation (train and engine service), 49. Total, 260.



## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—C. & N. W. Main line.....	87.30	8.37	10.35	106.02
Trackage rights.....	9.20			9.20
Total.....	96.50	8.37	10.35	115.22
1929				
Owned—C. & N. W. Main line.....	87.30	8.37	10.56	106.23
Trackage rights.....	9.20			9.20
Total.....	96.50	8.37	10.56	115.43

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 986,250.80	\$ 986,250.80
Capital stock, per mile.....	11,297.26	11,297.26
*Funded debt.....	1,454,530.61	1,454,530.61
Funded debt, per mile.....	16,661.29	16,661.29
*Cost of road.....	2,707,644.42	2,709,242.01
Cost of road, per mile.....	31,015.40	31,033.70
*Cost of equipment.....	148,939.03	149,663.62
Cost of equipment, per mile.....	1,706.06	1,714.36
Operating revenue.....	817,861.00	793,599.99
Operating expenses.....	497,665.03	472,938.65
Net operating revenue.....	320,195.97	320,661.34
Operating revenue, per mile.....	8,475.24	8,223.83
Operating expenses, per mile.....	5,157.15	4,900.92
Total freight revenue.....	759,276.31	739,038.97
Total passenger train service revenue.....	46,964.26	44,907.57
Freight revenue, per mile.....	7,868.15	7,658.43
Passenger service train revenue, per mile.....	486.68	465.36
Total number passengers carried earning revenue.....	27,433	22,201
Average receipts per passenger-mile.....	.03633	.0327
Taxes paid.....	26,864.91	28,227.36

\*Estimated on mileage basis.

# NORFOLK SOUTHERN RAILROAD COMPANY

## PRINCIPAL GENERAL OFFICERS—1928-1929

Title	Name	Official Address
President.....	George R. Loyall.....	Norfolk, Va.
Vice-President.....	E. D. Kyle.....	Norfolk, Va.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
Treasurer.....	J. F. George.....	Norfolk, Va.
General Counsel.....	W. B. Rodman.....	Norfolk, Va.
General Auditor.....	J. C. Nelms, Jr.....	Norfolk, Va.
Chief Engineer.....	F. L. Nicholson.....	Norfolk, Va.
Superintendent Motive Power.....	A. C. Adams.....	Norfolk, Va.
General Superintendent (Electric lines).....	L. B. Wickersham.....	Norfolk, Va.
Pier Agent.....	L. M. Jones.....	Norfolk, Va.

## DIRECTORS—1928-1929

1928—Philip Allen, Providence, R. I.; Frederic Bull, New York, N. Y.; Lewis L. Clarke, New York, N. Y.; C. E. Foy, New Bern, N. C.; E. C. Granbury, New York, N. Y.; T. T. Harkrader, New York, N. Y.; George W. Hill, New York, N. Y.; M. S. Hawkins, Norfolk, Va.; Luke V. Lockwood, New York, N. Y.; George A. Loyall, Norfolk, Va.; R. H. Swartwout, New York, N. Y.; Junius Parker, New York, N. Y.; Ernest Williams, Lynchburg, Va.; Herbert Williams, Lynchburg, Va.; James H. Perkins, New York, N. Y.

1929—Changes: W. B. Rodman, of Norfolk and Thos. R. Taylor, of New York, added; Junius Parker, of New York, omitted.

## HISTORY

1. Exact name of common carrier making this report: Norfolk Southern Railroad Company.
2. Date of organization: April 30, 1910. (Charter filed May 2, 1910.)
3. Under laws of what government, state or territory organized? If more than one, name all. Give specific reference to each statute and all amendments thereof:

Virginia, pursuant to provisions of an act of the General Assembly of Virginia entitled "An Act Concerning Corporations," which became a law the 21st day of May, 1903, and amendments thereto.

4. If a consolidated or merging company, name all constituent and all merged companies. Give specific reference to charters or general laws governing organization of each, and all amendments of same:

## NORFOLK AND SOUTHERN RAILROAD COMPANY

Organized June 1, 1891, under North Carolina General Law; certificates filed May, 1891. Norfolk and Southern Railroad Company, Albemarle and Pantego Railroad Company, and Elizabeth City and Norfolk Railroad Company. Charter granted by State of North Carolina January 20, 1870, amended January 24, 1874, March 7, 1878, January 20, 1883, January 31, 1883. Ratified by State of Virginia, February 23, 1875, March 3, 1882, March 6, 1882, February 3, 1888. Amended in State of North Carolina March 2, 1889, March 11, 1889, March 10, 1891. Albemarle and Pantego Railroad Company charter granted by North Carolina March 2, 1891. Authorized by resolutions of respective boards of directors June 1, 1891, and authorized by General Laws of North Carolina, being noncompetitive roads.

## MERGER OF NORFOLK AND SOUTHERN RAILROAD COMPANY AND ALBEMARLE AND PANTEGO RAILROAD COMPANY

Norfolk and Southern Railroad Company foreclosed by sale April 1, 1891. Organized January 20, 1870, as the Elizabeth City and Norfolk Railroad Company. Name changed by legislative enactment January 31, 1883, to Norfolk Southern Railroad Company.

The Norfolk, Virginia Beach and Southern Railroad was purchased by this company on November 1, 1899, and merged into it. The Washington and Plymouth Railroad was purchased by this company on January 15, 1904, operated until March 31, 1904, as an independent line, and merged into this company on April 1, 1904. On December 12, 1904, Chesapeake Transit Company, an electric line operated between Norfolk and Virginia Beach (23.55 miles), was acquired and merged with this company.



## VIRGINIA AND CAROLINA COAST RAILROAD COMPANY

Organized June 30, 1905, under an act of the General Assembly, State of Virginia, entitled "An Act Governing Corporations," which became a law on the 21st day of May, 1903.

Suffolk and Carolina Railway Company organized under the laws of the States of Virginia and North Carolina, February 26, 1874, by virtue of authority of act of the General Assembly, State of Virginia, session 1872-74, chapter 185, approved March 19, 1873, incorporating Nansemond Land, Lumber and Narrow Gauge Railway Company; session 1883-84, page 236, chapter 192, approved February 26, 1884, amended and reenacted the above act, changing the corporate name to the Suffolk and Carolina Railway Company; session 1885-86, page 109, chapter 114, approved February 12, 1886, amended and reenacted the charter of the Suffolk and Carolina Railway Company.

Incorporated under the laws of the State of North Carolina, September 24, 1884; session 1887, chapter 94, page 181, confirms and continues the charter and franchises and corporate privileges, and grants additional powers, etc.; session 1889, chapter 272, page 277, grants additional powers, etc.

Carolina Coast Railroad Company, incorporated under authority chapter 49 of Code of North Carolina and ratified by the General Assembly of State of North Carolina, March 5, 1903. Merged January 27, 1906, under authority conferred by an act of General Assembly of the State of Virginia, which became a law on the 21st day of May, 1903, under which law this company was organized and an agreement of merger between the stockholders of the Virginia and Carolina Coast Railroad Company and Suffolk and Carolina Railway Company and Carolina Coast Railroad Company, dated January 10, 1906, and in conformity to an instrument dated January 27, 1906, authorizing said merger by the State of Virginia.

## ATLANTIC AND NORTH CAROLINA COMPANY

Organized May 19, 1903, as Howland Improvement Company, chartered by Private Laws of North Carolina, 1903, chapter 271. Amended Laws 1905, Private, chapter 86, ratified February 15, 1905. All amendments thereof, North Carolina.

## PAMLICO, ORIENTAL AND WESTERN RAILROAD COMPANY

Organized March 9, 1891, under Laws of the State of North Carolina, chapter 461, Laws of 1891. Amended January 27, 1902.

November 28, 1906, the Norfolk and Southern Railroad, the Virginia and Carolina Coast Railroad, the Raleigh and Pamlico Sound Railroad, and the Atlantic and North Carolina Railroad Company consolidated into one corporation, entitled the Norfolk and Southern Railway Company, as per agreement of consolidation dated October 29, 1906, filed in the office of the Secretary of State of North Carolina and in the office of the Corporation Commission of Virginia.

## RALEIGH, CHARLOTTE AND SOUTHERN RAILWAY COMPANY

Organized October 3, 1911 (charter ratified by General Assembly of North Carolina, March 7, 1911), under an act of the General Assembly of the State of North Carolina entitled "An Act to Incorporate the Raleigh, Charlotte and Southern Railway Company."

This company consolidated with the Raleigh and Southport Railway Company, Durham and Charlotte Railroad Company, Sanford and Troy Railroad, and Aberdeen and Asheboro Railroad Company. The Raleigh and Southport Railway Company received its charter under chapter 304 of the Private Laws of North Carolina of the year 1905. The Durham and Charlotte Railroad Company received its charter under chapter 158 of the Private Laws of North Carolina of the session of 1893. The Sanford and Troy Railroad received its charter under the General Laws of the State of North Carolina of 1909. The Aberdeen and Asheboro Railroad Company received its charter under chapter 415 of the Private Laws of the State of North Carolina, session 1907, under an act to consolidate the Aberdeen and West End Railroad Company, the Aberdeen and Montgomery Railroad Company, and the Jackson Springs Railroad Company. This charter was amended by chapter 148 of the session of 1909 under an act to amend charter of the Aberdeen and Asheboro Railroad.

All the above consolidations were made by agreement dated February 1, 1912, by authority of the stockholders.

The Raleigh, Charlotte and Southern Railway Company were merged with the Norfolk Southern Railroad Company, January 1, 1914.

## ROAD OPERATED—ENTIRE LINE—1928-1929

1928	Road	Second Main Line	Industrial Tracks	Yard Tracks Sidings, etc.	Total
Owned—N. S. Main line-----	790.07	9.46	54.56	136.22	990.31
Leased:					
A. & N. C.-----	95.82		8.03	19.07	122.92
D. & S. C.-----	38.08		.96	.98	40.02
Trackage rights-----	7.72	2.66			10.38
Total-----	931.69	12.12	63.55	156.27	1,163.63
1929					
Owned—N. S. Main line-----	789.83	12.06	53.97	135.59	991.45
Leased:					
A. & N. C.-----	95.82		8.07	19.07	122.96
D. & S. C.-----	38.08		.96	.98	40.02
Trackage rights-----	8.93	3.95			12.88
Total-----	932.66	16.01	63.00	155.64	1,167.31

## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock-----	\$ 16,000,000.00	\$ 16,000,000.00
Capital stock, per mile-----	20,251.37	20,257.56
Funded debt-----	16,371,600.00	16,224,800.00
Funded debt, per mile-----	20,721.70	20,542.14
Cost of road-----	27,699,918.17	27,725,918.75
Cost of road, per mile-----	35,060.08	35,103.65
Cost of equipment-----	6,744,842.14	6,734,115.29
Cost of equipment, per mile-----	8,537.01	8,526.03
Operating revenue-----	9,122,316.62	8,108,288.21
Operating expenses-----	6,543,269.58	6,004,875.49
Net operating revenue-----	2,579,047.04	2,103,412.72
Operating revenue, per mile-----	9,792.93	8,703.71
Operating expenses, per mile-----	7,024.29	6,445.84
Total freight revenue-----	8,058,745.14	7,086,575.32
Total passenger train service revenue-----	791,183.08	398,866.27
Freight revenue, per mile-----	8,651.18	7,606.97
Passenger service train revenue, per mile-----	849.35	800.10
Total number passengers carried earning revenue-----	667,361	585,684
Average receipts per passenger-mile-----	.02974	.02846
Taxes paid-----	725,071.59	614,052.17
Net income-----	606,926.68	346,890.19

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 49; Professional, clerical and general, 423; Maintenance of way and structures, 755; Maintenance of equipment and stores, 672; Transportation (other than train, engine and yard), 339; Transportation (yardmasters, switchtenders and hostlers), 31; Transportation (train and engine service), 526. Total, 2,794.

Employees (1929): Number—Executives, officials and staff assistants, 48; Professional, clerical and general, 318; Maintenance of way and structures, 675; Maintenance of equipment and stores, 576; Transportation (other than train, engine and yard), 526; Transportation (yardmasters, switchtenders and hostlers), 25; Transportation (train and engine service), 454. Total, 2,622.



## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Main Line	Industrial Tracks	Yard Tracks Sidings	Total
Owned—N. S. ....	679.78	45.58	100.98	826.34
Leased:				
A. & N. C. ....	95.82	8.03	19.07	122.92
D. & S. C. ....	38.08	.96	.98	40.02
Trackage rights .....	4.97	-----	-----	4.97
Total .....	818.65	54.57	121.03	994.25
1929				
Owned—N. S. ....	679.79	45.00	100.74	825.53
Leased:				
A. & N. C. ....	95.82	8.07	19.07	122.96
D. & S. C. ....	38.08	.96	.98	40.02
Trackage rights .....	4.98	-----	-----	4.98
Total .....	818.67	54.03	120.79	993.49

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock .....	\$ 13,766,476.29	\$ 13,770,886.71
Capital stock, per mile .....	20,251.37	20,257.56
*Funded debt .....	14,086,197.22	13,964,341.35
Funded debt, per mile .....	20,721.70	20,542.14
*Cost of road .....	23,833,141.18	23,763,110.23
Cost of road, per mile .....	35,060.08	35,103.65
*Cost of equipment .....	5,803,288.65	5,795,909.93
Cost of equipment, per mile .....	8,537.01	8,526.03
Operating revenue .....	7,891,662.97	6,946,994.01
Operating expenses .....	5,660,689.85	5,144,943.76
Net operating revenue .....	2,230,973.12	1,802,050.25
Operating revenue, per mile .....	9,641.85	8,485.70
Operating expenses, per mile .....	6,916.10	6,284.51
Total freight revenue .....	7,145,260.40	6,293,492.22
Total passenger train service revenue .....	654,702.02	604,167.69
Freight revenue, per mile .....	8,729.91	7,687.46
Passenger service train revenue, per mile .....	799.90	737.99
Total number passengers carried earning revenue .....	197,566	218,112
Average receipts per passenger-mile .....	.03463	.03272
Taxes paid .....	532,318.44	528,619.70

\*Estimated on mileage basis.

**ATLANTIC & NORTH CAROLINA RAILROAD COMPANY****OFFICERS—1928**

(LEASED BY NORFOLK SOUTHERN RAILROAD COMPANY)

Title	Name	Official Address
President.....	W. B. Jones.....	Raleigh, N. C.
Secretary.....	T. J. Murphy.....	Greensboro, N. C.
Treasurer.....	T. J. Murphy.....	Greensboro, N. C.
General Counsel.....	H. L. Godwin.....	Dunn, N. C.
General Auditor.....	Austin McCormick.....	Sanford, N. C.

**OFFICERS—1929**

Title	Name	Official Address
President.....	A. D. Ward.....	New Bern, N. C.
Secretary.....	W. J. Boyd.....	Ayden, N. C.
Treasurer.....	W. J. Boyd.....	Ayden, N. C.
General Counsel.....	Rivers D. Johnson.....	Warsaw, N. C.
Auditor.....	John D. Warlick.....	Jacksonville, N. C.

**DIRECTORS—1928**

W. B. Jones, Raleigh; H. D. Bateman, Wilson; J. L. Jones, Charlotte; Mrs. John D. Langston, Goldsboro; A. D. Ward, New Bern; Rivers D. Johnson, Warsaw; James H. Holloway, Raleigh; C. S. Wallace, Morehead City; J. Y. Joyner, Raleigh; L. H. Cutler, New Bern; George P. Folk, Raleigh; C. L. Ives, New Bern.

**DIRECTORS—1929**

A. D. Ward, New Bern; James H. Holloway; L. H. Cutler; J. Y. Joyner, Raleigh; George P. Folk, Raleigh; C. L. Ives, New Bern; C. B. Park, Raleigh; H. D. Bateman, Wilson; Mrs. John D. Langston, Goldsboro; Charles S. Wallace, New Bern; S. B. Alexander, Charlotte; Frank Gough, Lumberton.

**HISTORY**

Organized January 20, 1854. Original charter, chapter 136, Public Laws of North Carolina, 1852-53. Amended by chapter 232, Public Laws of North Carolina, 1854-55.



## ROAD OPERATED IN NORTH CAROLINA (ENTIRE LINE)—1928-1929

None.

## ROAD OWNED IN NORTH CAROLINA (ENTIRE LINE)—1928-1929

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—A. & N. C.-----	95.82	8.03	19.07	122.92
1929				
Owned—A. & N. C.-----	95.82	8.07	19.07	122.96

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock-----		\$ 1,797,200.00
Capital stock, per mile-----		18,756.39
Funded debt-----		325,000.00
Funded debt, per mile-----		3,391.85
Cost of road-----		1,797,200.00
Cost of road, per mile-----		18,756.39
Cost of equipment-----		325,000.00
Cost of equipment, per mile-----		3,391.85
Net income-----	\$ 62,127.51	61,268.02

NOTE—This road is operated by Norfolk Southern Railroad Company, and revenues, operating expenses, and other information are included in their report.

# NORFOLK AND WESTERN RAILWAY COMPANY

## PRINCIPAL GENERAL OFFICERS—1928-1929

Title	Name	Official Address
President.....	A. C. Needles.....	Roanoke, Va.
Vice-President.....	W. J. Jenks.....	Roanoke, Va.
Vice-President.....	W. S. Battle, Jr.....	Roanoke, Va.
Vice-President.....	E. H. Alden.....	Philadelphia, Pa.
Vice-President.....	B. W. Herrman.....	Roanoke, Va.
Secretary and Assistant Treasurer.....	I. W. Booth.....	Philadelphia, Pa.
Treasurer.....	Joseph B. Lacy.....	Roanoke, Va.
General Counsel.....	Thomas W. Reath.....	Philadelphia, Pa.
General Solicitor.....	F. M. Rivinus.....	Philadelphia, Pa.
Comptroller.....	W. H. Wilson.....	Roanoke, Va.
General Manager.....	J. E. Crawford.....	Roanoke, Va.
Chief Engineer.....	W. P. Wiltsee.....	Roanoke, Va.
General Superintendent.....	J. T. Carey.....	Roanoke, Va.

## DIRECTORS—1928-1929

W. W. Atterbury, Philadelphia, Pa.; M. C. Kennedy, Philadelphia, Pa.; David Flickwir, Roanoke, Va.; Samuel Rea, Philadelphia, Pa.; N. D. Maher, Roanoke, Va.; A. J. County, Philadelphia, Pa.; E. H. Alden, Philadelphia, Pa.; A. C. Needles, Roanoke, Va.; S. L. Slover, Norfolk, Va.; S. P. Bush, Columbus, Ohio; Isaac T. Mann, Bromwell, W. Va.

1929—Elisha Lee, Philadelphia, and J. K. Norfleet, Winston-Salem, N. C., succeeded Samuel Rea and N. D. Maher.

## HISTORY

Organized under Act of General Assembly of Virginia, approved January 15, 1896, entitled, "An Act authorizing the purchase of the Railroads and property of the Norfolk and Western Railroad Company, sold by foreclosure of a deed of trust or mortgage thereon, to become and be a corporation, to adopt a name therefor, and to possess and exercise general and other powers."



## ROAD OPERATED—ENTIRE LINE—1928-1929

1928	Road	Second Main Track	Third Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—N. & W. Main line.	1,542.96	548.59	13.58	183.94	1,087.53	3,376.60
Owned—N. & W. Branch lines	659.69	72.16	-----	180.00	147.23	1,059.08
Proprietary-----	21.98	-----	-----	20.46	7.72	50.16
Trackage rights-----	15.60	-----	-----	-----	-----	15.60
Total-----	2,240.23	620.75	13.58	384.40	1,242.48	4,501.44
Owned but not operated-----	1.80	-----	-----	1.73	.03	3.56
Length owned road-----	2,204.45	620.75	13.58	365.67	1,234.79	4,439.24
1929						
Owned—N. & W. Main line.	1,544.04	551.17	13.58	175.24	1,120.86	3,404.89
Owned—N. & W. Branch lines	658.48	72.16	-----	175.31	152.68	1,058.63
Proprietary-----	21.98	-----	-----	20.20	7.72	49.90
Trackage rights-----	15.60	-----	-----	-----	-----	15.60
Total-----	2,240.10	623.33	13.58	370.75	1,281.26	4,529.02
Owned but not operated-----	1.80	-----	-----	1.39	.24	3.43
Length owned road-----	2,204.32	623.33	13.58	351.94	1,273.78	4,466.95

## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock-----	\$163,280,600.00	\$163,640,600.00
Capital stock, per mile-----	74,068.63	74,236.31
Funded debt-----	112,980,800.00	115,405,531.92
Funded debt, per mile-----	51,251.24	51,512.92
Cost of road-----	300,125,018.45	309,337,317.12
Cost of road, per mile-----	133,511.13	138,072.82
Cost of equipment-----	126,050,911.38	128,214,633.57
Cost of equipment, per mile-----	56,261.42	57,230.49
Operating revenue-----	106,947,111.38	117,631,751.60
Operating expenses-----	66,521,695.71	66,051,247.16
Net operating revenue-----	40,425,415.67	51,580,504.44
Operating revenue, per mile-----	47,713.15	52,512.07
Operating expenses, per mile-----	29,677.84	29,485.98
Total freight revenue-----	97,501,583.52	108,351,498.62
Total passenger train service revenue-----	8,049,580.80	8,019,454.22
Freight revenue, per mile-----	43,499.14	48,369.26
Passenger service train revenue, per mile-----	3,591.22	3,579.97
Total number passengers carried earning revenue-----	2,882,888	2,442,141
Average receipts per passenger-mile-----	.03396	.03373
Taxes paid-----	9,200,000.00	10,300,000.00
Net income-----	30,830,034.32	41,906,501.88

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 192; Professional, clerical and general, 3,362; Maintenance of way and structures, 6,278; Maintenance of equipment and stores, 11,160; Transportation (other than train, engine and yard), 2,096; Transportation (yardmasters, switchtenders, hostlers, 421; Transportation (train and engine service), 4,062. Total, 27,571.

Employees (1929): Number—Executives, officials and staff assistants, 195; Professional, clerical and general, 3,382; Maintenance of way and structures, 6,074; Maintenance of equipment and stores, 10,696; Transportation (other than train, engine and yard), 2,053; Transportation (yardmasters, switchtenders, hostlers), 397; Transportation (train and engine service), 4,112. Total 26,909.

## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Road	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—N. & W. Main line.....	87.61	-----	7.32	30.90	125.83
Owned—N. & W. Branch lines.....	43.09	-----	1.44	4.01	48.54
Trackage rights.....	.31	-----	-----	-----	.31
Total.....	131.01	-----	8.76	34.91	174.68
1929					
Owned—N. & W. Main line.....	87.61	2.58	7.32	30.34	127.85
Owned—N. & W. Branch lines.....	43.09	-----	1.44	4.56	49.09
Trackage rights.....	.31	-----	-----	-----	.31
Total.....	131.01	2.58	8.76	34.90	177.25

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 9,703,731.21	\$ 9,725,698.97
Capital stock, per mile.....	74,068.63	74,236.31
*Funded debt.....	6,714,425.05	6,748,707.64
Funded debt, per mile.....	51,251.24	51,512.92
*Cost of road.....	17,491,293.14	18,088,920.14
Cost of road, per mile.....	133,511.13	138,072.82
*Cost of equipment.....	7,370,808.63	7,497,766.49
Cost of equipment, per mile.....	56,261.42	57,230.49
Operating revenue.....	1,305,683.08	1,300,495.16
Operating expenses.....	1,773,023.11	1,703,805.97
Net operating revenue (deficit).....	467,340.03	403,310.81
Operating revenue, per mile.....	9,966.28	9,926.69
Operating expenses, per mile.....	13,533.49	13,005.16
Total freight revenue.....	1,109,495.18	1,106,386.57
Total passenger train service revenue.....	162,421.87	160,085.37
Freight revenue, per mile.....	8,468.78	8,445.05
Passenger service train revenue, per mile.....	1,239.77	1,221.93
Total number passengers carried earning revenue.....	90,188	68,617
Average receipts per passenger-mile.....	.03374	.03305
Taxes paid.....	107,055.00	111,069.97

\*Estimated on mileage basis.



## SEABOARD AIR LINE RAILWAY

## OFFICERS—1928-1929

Title	Name	Official Address
Chairman of Board.....	Robert L. Nutt.....	New York, N. Y.
President.....	L. R. Powell, Jr.....	Norfolk, Va.
First Vice-President.....	Charles R. Capps.....	Norfolk, Va.
Vice-President.....	W. L. Seddon.....	Norfolk, Va.
Vice-President.....	W. L. Stanley.....	Atlanta, Ga.
Vice-President.....	W. R. Bonsall.....	Charleston, S. C.
General Manager.....	E. G. Bagwell.....	Savannah, Ga.
Treasurer.....	T. W. Mathews.....	Norfolk, Va.
Comptroller.....	R. P. Jones.....	Norfolk, Va.
Secretary.....	F. L. Nellis.....	New York, N. Y.
General Counsel.....	Hornblower, Miller and Garrions.....	New York, N. Y.
General Solicitor.....	James F. Wright.....	Norfolk, Va.
General Auditor.....	L. L. Knight.....	Portsmouth, Va.
Chief Engineer.....	W. D. Faucette.....	Savannah, Ga.
Chief of Motive Power and Equipment.....	J. E. O'Brien.....	Savannah, Ga.
Purchasing Agent.....	W. M. Portlock.....	Norfolk, Va.
*General Counsel at Norfolk.....	W. R. C. Cocke.....	Norfolk, Va.

\*1929 only.

## DIRECTORS—1928

Franklin Q. Brown, New York, N. Y.; Robert Foster, Jr., New York, N. Y.; F. N. B. Close, New York, N. Y.; James Colgate, New York, N. Y.; C. Sidney Shephard, New Haven, Conn.; Mills B. Lane, Savannah, Ga.; John Ringling, Sarasota, Fla.; C. S. McCain, Atlanta, Ga.; Robert F. Maddox, Atlanta, Ga.; Robert L. Nutt, New York, N. Y.; L. R. Powell, Jr., Baltimore, Md.; Robert C. Ream, New York, N. Y.; J. P. Taliaferro, Jacksonville, Fla.; A. H. Woodard, Woodard, Ala.; D. F. Yoakum, New York, N. Y.

## DIRECTORS—1929

Franklin Q. Brown, New York, N. Y.; F. N. B. Close, New York, N. Y.; Jas. C. Colgate, New York, N. Y.; Clarke C. Dailey, New York, N. Y.; Harold J. Gallagher, New York, N. Y.; R. P. Jones, Norfolk, Va.; Mills B. Lane, Savannah, Ga.; Robert F. Maddox, Atlanta, Ga.; T. W. Matthews, Matthews, Norfolk, Va.; F. L. Nellis, New York, N. Y.; Robert L. Nutt, New York, N. Y.; L. R. Powell, Jr., Norfolk, Va.; John Ringling, Sarasota, Fla.; C. Sidney Shepard, New Haven, J. P. Taliaferro, Jacksonville, Fla.; A. H. Woodward, Woodward, Ala.

## HISTORY

1. Exact name of common carrier making this report: Seaboard Air Line Railway.
2. Date of organization: August 5, 1897, as Richmond, Petersburg and Carolina Railroad Company, successor to Virginia and Carolina Railroad Company, which latter was incorporated by Acts of General Assembly of Virginia, February 23, 1882, and of North Carolina, February 7, 1883. Receivers appointed and assumed charge of properties January 2, 1908. Adjustment plan approved and decree directing receivers to turn over the property and business under their control to Seaboard Air Line Railway at midnight, November 4, 1909, entered and filed October 18, 1909. Conditions prescribed in said decree duly complied with, and decree discharging receiver entered and filed December 18, 1909.
3. Under laws of what government, state or territory organized? If more than one, name all. Give specific reference to each statute and all amendments thereof:

Virginia, February 23, 1882, as Virginia and Carolina Railroad Company, and North Carolina, February 7, 1883, as Virginia and Carolina Railroad Company, the purchaser of whose property and franchises at judicial sale became incorporated as Richmond, Petersburg and Carolina Railroad Company, which, by Act of Virginia Assembly, January 12, 1900, and Act of North Carolina Assembly, January, 31, 1899, became legal successors of Virginia and Carolina Railroad Company. Change of name to Seaboard Air Line Railway authorized by Circuit Court of City of Richmond, Virginia, April 10, 1900.



4. If a consolidated or a merging company, name all constituent and all merging companies. Give specific reference to charters or general laws governing organization of each, and all amendments of same.

The following constituent companies were parties to the consolidation effected November 7, 1901, forming Seaboard Air Line Railway:

SEABOARD AIR LINE RAILWAY, organized as Richmond, Petersburg and Carolina Railroad Company, successor to Virginia and Carolina Railroad Company. Incorporated under laws of Virginia, Acts February 23, 1882, amended March 6, 1886, February 24, 1888, February 12, 1890; consolidation authorized by Act of January 12, 1900; of North Carolina, Acts of February 7, 1883, January 31, 1899, February 22, 1899; consolidation authorized by Act of February 27, 1901.

RALEIGH AND GASTON RAILROAD COMPANY, incorporated under laws of North Carolina, Act of January 29, 1851, amended and enlarged by Acts of December 25, 1852, January 20, 1855, February 23, 1861, December 16, 1865, January 19, 1866, March 4, 1867, December 4, 1871, March 1, 1897; consolidation authorized by Act of February 16, 1899, as amended by Act ratified February 24, 1899.

RALEIGH AND AUGUSTA AIR LINE RAILROAD COMPANY, to which name was changed, by Act ratified December 13, 1871; organized as Chatham Railroad Company, under laws of North Carolina, Act of February 15, 1861, amended, modified, and enlarged by Acts of February 23, 1861, February 5, 1863, January 30, 1862, February 10, 1862, August 3, 1868, August 15, 1868, April 10, 1869, April 1, 1871, December 13, 1871, February 23, 1885, March 6, 1891; consolidation authorized by Act of February 16, 1899.

CAROLINA CENTRAL RAILROAD COMPANY, organized under the laws of North Carolina, Act of March 1, 1873, and by Act of January 18, 1881; legal possessor of rights, powers and franchises of Carolina Central Railway Company, incorporated by Act of February 20, 1873; charter amended, modified, and enlarged by Acts of March 2, 1887, March 7, 1887; consolidation authorized by Act ratified February 16, 1899.

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY, a consolidated corporation of the States of North Carolina, South Carolina, and Georgia; name was changed by Act of Legislature of State of South Carolina, approved December 24, 1886, from Chester Greenwood and Abbeville Railroad Company, organized under laws of South Carolina, Act of December 22, 1885; consolidation authorized under Act approved February 27, 1899, and under general laws of State; incorporated under laws of Georgia by Act approved December 7, 1886; consolidation effected under general law; incorporated under laws of North Carolina by Act ratified January 18, 1887; consolidation authorized by Act ratified February 16, 1899.

SEABOARD AIR LINE BELT RAILROAD COMPANY, incorporated July 22, 1892, and consolidated under general laws of State of Georgia.

PALMETTO RAILROAD COMPANY, organized under laws of South Carolina, Act approved December 21, 1882, amended by Acts of December 26, 1884, and December 22, 1886; consolidation authorized under Act approved February 27, 1899; laws of North Carolina, Act of February 7, 1883, amended by Act of February 3, 1891; consolidation authorized by Act ratified February 16, 1899.

CHESTERFIELD AND KERSHAW RAILROAD COMPANY, organized under laws of South Carolina, Act approved December 24, 1889; consolidation authorized under Act approved February 27, 1899.

SOUTHBOUND RAILROAD COMPANY, organized under laws of South Carolina, Act approved February 9, 1882, amended and enlarged by Acts approved December 24, 1886, December 24, 1887, December 24, 1889, December 24, 1890, December 24, 1892; consolidation authorized under Act approved February 27, 1899; Georgia, organized under Act approved September 26, 1889, recognizing and confirming organization under certificate of incorporation obtained from Secretary of State, November 5, 1888.

SEABOARD AIR LINE RAILWAY, the corporation formed by such consolidation, was, by agreement dated June 27, 1903, filed in the office of the Secretary of State for the States of Virginia, South Carolina, Georgia, Florida, and Alabama, August 15, 1903; and for the State of North Carolina, August 17, 1903, and under such general and special laws of the several States merged with the Florida Central and Peninsular Railway Company, the corporation formed by the merger and consolidation of the Florida Central and Peninsular Railroad Company. Incorporated under the laws of Florida, by letter patent, issued November 17, 1888, amended and enlarged December 13, 1892, and by Act of Legislature approved June 4, 1897.

The following constituent companies of the Seaboard Air Line Railway were purchased:

DURHAM AND NORTHERN RAILWAY COMPANY, organized under the laws of North Carolina, Act of February 2, 1887, acquired under indenture September 13, 1901; purchase authorized under laws of Virginia, Act of January 12, 1900; North Carolina, Acts of February 16, 1899, and February 27, 1901.



LOGANSVILLE AND LAWRENCEVILLE RAILROAD OF GEORGIA, organized under the general laws of Georgia under charter issued by the Secretary of State, March 30, 1898, acquired under indenture dated February 27, 1902; purchase authorized under laws of Virginia and North Carolina by special acts of Legislature, as indicated above, and general laws, of Georgia.

GEORGIA AND ALABAMA RAILWAY, a consolidated corporation under the general laws of Georgia and Alabama, organized under general laws of Georgia under charter issued by Secretary of State, July 26, 1895, certificate amending and enlarging charter filed or recorded January 25, 1896, November 9, 1898; organized under general laws of Alabama under charter issued by Secretary of State, July 20, 1895, amended by acts of Legislature, February 8, 1897, and February 3, 1899; acquired under indenture dated February 20, 1902; purchase authorized under laws of Virginia and North Carolina by special acts of Legislature, as indicated above, and general laws of South Carolina, Georgia, and Alabama.

OXFORD AND COAST LINE RAILROAD COMPANY, organized under laws of North Carolina, Act of March 5, 1891, acquired under indenture dated June 28, 1906; purchase authorized under special laws of Virginia and North Carolina, as indicated above, and under general laws of other States.

CATAWBA VALLEY RAILWAY, organized May 9, 1906, under general laws of South Carolina, particularly Sections 1917-1934, inclusive, Code of 1902; acquired under indenture dated September, 27, 1909; purchase authorized under special statutes of Virginia and North Carolina and under general laws of South Carolina.

FLORIDA WEST SHORE RAILWAY, organized October 20, 1899, under general laws of Florida, letters patent incorporating the United States and West Indies Railroad and Steamship Company, issued January 5, 1900; name changed to Florida West Shore Railway by resolutions adopted May 5, 1903, which were approved, and authority to exercise powers and privileges of the corporation granted to said Florida West Shore Railway by letters patent issued May 9, 1903, and charter further amended, modified and enlarged by letters patent issued June 17, 1903, and August 22, 1906; acquired by indenture dated September 30, 1909; purchase authorized under special laws of States of Virginia and North Carolina and general laws of the State of Florida.

TALLAHASSEE, PERRY, AND SOUTHEASTERN RAILWAY, organized November 22, 1905, under general laws of Florida, and acquired by purchase the properties of the Tallahassee Southeastern Railway Company, chartered originally as the Florida, Georgia and Western Railway Company, by Act of Legislature approved May 7, 1891; charter amended and enlarged by Chapter 4263 of the Laws of Florida, approved May 20, 1893; name changed to Tallahassee Southeastern Railway, Chapter 4477, Laws of Florida, approved May 30, 1895; charter further amended and enlarged by Chapter 4624 of the Laws of Florida, approved May 31, 1897, and Chapter 5023 of the Laws of Florida, approved May 28, 1901; acquired by Seaboard Air Line Railway by indenture dated September 29, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of the State of Florida.

PLANT CITY, ARCADIA AND GULF RAILWAY, organized February 7, 1905, under general laws of State of Florida, to operate the railroad formerly owned by the Wannee Lumber and Veneer Company, and originally a wooden tram-road, constructed in 1898, for use in its logging operations; reorganized under general laws of Florida February 7, 1905; acquired by indenture dated September 28, 1909; purchase authorized under special laws of States of Virginia and North Carolina and general laws of State of Florida.

ATLANTIC, SUWANNEE RIVER, AND GULF RAILWAY COMPANY, incorporated under laws of Florida by Act approved May 24, 1893; acquired by indenture dated September 30, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of Florida.

ATLANTA AND BIRMINGHAM AIR LINE RAILWAY, a consolidated corporation composed of:

(a) The East and West Railroad Company, incorporated in Alabama under general laws by letters patent issued January 11, 1894; incorporated in Georgia January 15, 1896, and branch line from Rockmart to point near Marietta, Georgia, built under general laws (Code 1895), and

(b) Chattahoochee Terminal Railway, incorporated and chartered under and by virtue of general laws of State of Georgia (Code 1895), February 16, 1903. Consolidation effected under general laws of States of Georgia and Alabama, May 20, 1903; decree directing receivers (appointed February 24, 1908, and March 17, 1909, respectively) to turn over the property and business under their control to the railway, entered and filed October 19, 1909; conditions prescribed in said decree duly complied with and receivers discharged by decree entered December 30, 1909; acquired by Seaboard Air Line Railway under indenture dated September 30, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of States of Georgia and Alabama.

SEABOARD AND ROANOKE RAILROAD COMPANY, incorporated under laws of Virginia, Act of February 27, 1846, and prior acts, as successor to Portsmouth and Roanoke Railroad Company,



incorporated by Act passed March 8, 1832, united with Roanoke Railroad Company under Act of February 1, 1848; charter modified, amended, and enlarged by Acts of March 17, 1849, January 10, 1851, March 28, 1851, February 19, 1852, March 19, 1852; permanent provisions of charter declared and acts inconsistent therewith repealed by Act passed January 26, 1853, amended and enlarged January 9, 1856, February 18, 1858, January 18, 1872, November 29, 1884, March 1, 1886, January 26, 1892, under laws of North Carolina, Act of January 16, 1849, uniting the Roanoke Railroad Company, incorporated under Act ratified January 15, 1847, with Seaboard and Roanoke Railroad Company, modified, amended, and enlarged by Act of January 29, 1849, December 28, 1850, January 17, 1851, January 28, 1851; permanent provisions of charter declared and acts inconsistent therewith repealed by Act ratified November 29, 1852, amended and enlarged by Acts January 9, 1855, February 2, 1857. Acquired by Seaboard Air Line Railway by deed September 15, 1911; purchases authorized under general and special laws of Virginia and North Carolina.

ROANOKE AND TAR RIVER RAILROAD COMPANY, organized under laws of North Carolina, Acts of February 25, 1871, and March 5, 1885, amended and enlarged by Acts of February 28, 1887, and March 2, 1887; acquired by Seaboard Air Line Railway by deed dated September 15, 1911; purchase authorized under general and special laws of Virginia and North Carolina.

In addition to the above the GEORGIA AND ALABAMA TERMINAL COMPANY (controlled through stock ownership and lease), organized under laws of Georgia under charter issued November 9, 1898, forms and is operated as a part of the Seaboard Air Line Railway system.

If a reorganized company, give name of original corporation, refer to laws under which it was organized, and state the occasion for the reorganization:

Reorganization effected without sale or foreclosure by restoration of properties to owners because of conditions making such a course best to the interest of stockholders and creditors of the corporation

#### ROAD OPERATED—ENTIRE LINE—1928-1929

1928	Main Line	Branch Lines	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—S. A. L.-----	3,383.74	64.17	47.29	241.26	902.96	4,639.42
Proprietary-----	7.26			.10	1.06	8.42
Leased-----	925.82	70.67		37.30	223.24	1,257.03
Contract-----				.74	1.35	2.09
Trackage rights-----	38.72		12.98	5.70	19.37	76.77
Total-----	4,355.54	134.84	60.27	285.10	1,147.98	5,983.73
Length of road operated-----	4,490.38					
Length of road owned-----	3,447.91		47.29	241.26	902.96	4,639.42
1929						
Owned—S. A. L.-----	3,383.74	64.17	47.29	244.13	909.96	4,649.29
Proprietary-----	147.81			5.62	30.04	183.47
Leased-----	785.27	70.67		36.00	194.85	1,086.79
Contract-----				.74	1.35	2.09
Trackage rights-----	38.72		12.98	5.90	19.50	77.10
Total-----	4,355.54	134.84	60.27	292.39	1,155.70	5,998.74
Length of road operated-----	4,490.38					
Length of road owned-----	3,447.91		47.29	244.13	909.96	4,649.29



## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 60,950,500.00	\$ 60,950,500.00
Capital stock, per mile.....	17,664.75	17,664.75
Funded debt.....	192,964,687.84	190,056,847.84
Funded debt, per mile.....	55,965.70	55,122.33
Cost of road.....	178,999,699.29	180,669,599.76
Cost of road, per mile.....	51,915.42	52,399.74
Cost of equipment.....	60,792,713.06	60,270,711.49
Cost of equipment, per mile.....	17,631.75	17,480.36
Operating revenue.....	57,245,207.13	58,151,908.13
Operating expenses.....	42,902,963.97	42,587,556.74
Net operating revenue.....	14,342,243.16	15,564,351.39
Operating revenue, per mile.....	12,725.09	12,950.33
Operating expenses, per mile.....	9,536.94	9,484.18
Total freight revenue.....	43,844,106.26	44,707,056.35
Total passenger train service revenue.....	7,958,388.22	11,519,883.06
Freight revenue, per mile.....	9,746.15	9,956.19
Passenger service train revenue, per mile.....	2,541.44	2,565.46
Total number passengers carried earning revenue.....	1,816,296	1,569,158
Average receipts, per passenger-mile.....	.03508	.03499
Taxes paid.....	3,536,270.43	3,715,033.67
Net income.....	1,180,297.66	1,011,678.01

## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Main Line	Branch Lines	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—S. A. L.....	621.29	6.06	12.02	47.66	221.46	908.49
Trackage rights.....	4.23	-----	7.68	3.10	3.26	18.27
Total.....	625.52	6.06	19.70	50.76	224.72	926.76
Length road operated.....	631.58	-----	-----	-----	-----	-----
Length road owned.....	627.35	-----	-----	-----	-----	-----
1929						
Owned.....	621.29	6.06	12.02	48.20	224.31	911.88
Trackage rights.....	4.23	-----	7.68	3.27	3.26	18.44
Total.....	625.52	6.06	19.70	51.47	227.57	930.32
Length road operated.....	631.58	-----	-----	-----	-----	-----
Length road owned.....	627.35	-----	-----	-----	-----	-----

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 11,081,980.91	\$ 11,081,980.91
Capital stock, per mile.....	17,664.75	17,664.75
*Funded debt.....	35,110,081.89	34,580,993.72
Funded debt, per mile.....	55,965.70	55,122.33
*Cost of road.....	32,569,138.73	32,872,976.88
Cost of road, per mile.....	51,915.42	52,399.74
Cost of equipment.....	11,061,278.36	10,966,303.84
Cost of equipment, per mile.....	17,631.75	17,480.36
Operating revenue.....	14,089,582.53	14,007,802.23
Operating expenses.....	8,832,922.97	8,684,493.62
Net operating revenue.....	5,256,659.56	5,323,308.61
Operating revenue, per mile.....	22,308.47	22,178.98
Operating expenses, per mile.....	13,985.44	13,750.42
Total freight revenue.....	11,659,070.64	11,566,340.52
Total passenger train service revenue.....	2,199,671.96	2,231,407.55
Freight revenue, per mile.....	18,460.18	18,313.34
Passenger service train revenue, per mile.....	3,482.81	3,533.06
Total number passengers carried earning revenue.....	365,487	320,253
Average receipts per passenger-mile.....	.03508	.03499
Taxes paid.....	751,070.86	783,557.73

\*Estimated on mileage basis.

## RAILWAY OPERATING REVENUE EARNED WITHIN NORTH CAROLINA

1928	Intrastate	Interstate	Total
Freight.....	\$2,078,023.60	\$ 9,581,047.04	\$11,659,070.64
Passenger.....	213,855.50	1,387,583.70	1,601,439.20
Mail.....	133,905.82	133,905.84	267,811.66
Express.....	54,878.76	248,702.81	303,581.57
Other items.....	40,950.46	216,729.00	257,679.46
Total.....	\$2,521,614.14	\$11,567,968.39	\$14,089,582.53
1929			
Freight.....	\$1,936,598.29	\$ 9,629,742.23	\$11,566,340.52
Passenger.....	155,254.15	1,322,235.84	1,477,489.99
Mail.....	194,021.00	194,021.00	388,042.00
Express.....	56,527.76	282,969.24	339,497.00
Total.....	\$2,375,950.30	\$11,631,851.93	\$14,007,802.23



## SOUTHERN RAILWAY COMPANY

## PRINCIPAL GENERAL OFFICERS—1928-1929

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	E. R. Oliver.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	J. B. Munson.....	Cincinnati, Ohio
Vice-President.....	R. B. Pegram.....	Atlanta, Ga.
Secretary.....	C. E. A. McCarthy.....	New York, N. Y.
Treasurer.....	Maury Middleton.....	Washington, D. C.
Comptroller.....	E. F. Kemper.....	Washington, D. C.

## DIRECTORS—1928-1929

Guy Cary, New York, N. Y.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Adrian Iselin, New York, N. Y.; Jackson E. Reynolds, New York, N. Y.; R. S. Reynolds, Louisville, Ky.; Walter S. Case, New York, N. Y.; Devereux Milburn, New York, N. Y.; Casper G. Bacon, Boston, Mass.; Jonathan Bryan, New York, N. Y.; Jeremiah Milbank, New York, N. Y.; F. S. Wynn, Washington, D. C.

## HISTORY

1. Exact name of common carrier making this report: Southern Railway Company.
2. Date of organization: June 18, 1894.
3. Under laws of what State organized? Organized under and by virtue of an act of the General Assembly of the State of Virginia, approved February 20, 1894.

4. If a consolidated or a merging company, name all constituent and all merged companies: Not a consolidated company except as noted below respecting the Virginia Midland and Knoxville, Cumberland Gap and Louisville Railway, and Carolina and Cumberland Gap Railway Companies.

The Southern Railway Company was organized by the purchasers of the property formerly of the Richmond and Danville Railroad Company. Under its charter it has power to acquire various other railroad properties, and on various dates since its organization it has purchased, in addition to the Richmond and Danville Railroad proper, under foreclosure sale or other wise, and now owns the following properties:

Piedmont R. R., Western North Carolina R. R., Northwestern North Carolina R. R., Atlantic Tennessee and Ohio R. R., Oxford and Clarksville R. R., Oxford and Henderson R. R., Clarksville and North Carolina R. R., Charlotte, Columbia and Augusta R. R., Columbia and Greenville R. R., that part of the Georgia Pacific Ry. which lies in the States of Georgia and Alabama, East Tennessee, Virginia and Georgia Ry., Atlanta and Florida Ry., that part of the Memphis and Charleston R. R. which lies in the States of Tennessee and Alabama, Northeastern R. R. of Georgia, Knoxville Belt R. R., Southern Railway Company in Illinois, and certain subordinate lines of some of the above named companies.

It has also acquired by consolidation the property and franchises of the following companies: The Virginia Midland Ry., acquired by deed dated June 21, 1898; the Knoxville, Cumberland Gap and Louisville Ry., acquired by deed dated June 29, 1898; the Carolina and Cumberland Gap Ry., acquired by deed dated September 1, 1898; the Knoxville and Ohio R. R., acquired by deed dated December 31, 1903; the Knoxville and Bristol Ry., acquired by deed dated December 31, 1903.

It also holds under lease the property of the following named companies: Georgia Midland Ry., Atlanta and Charlotte Ry. Co., North Carolina R. R. Co., Southern Railway—Carolina Division, Mobile and Birmingham R. R. Co., Richmond and Mecklenburg R. R. Co., Atlantic and Danville Ry. Co., Lockhart R. R. Co.

5. Date and authority for each consolidation and for each merger: See pages 28 and 29 of the First Consolidated Mortgage Deed, dated October 4, 1894, and filed with the report of this company for the year ending June 30, 1895, for date and authority for each of the above mentioned purchases, except the Atlantic and Florida Railway, which was purchased by deed dated June 21, 1895; the Memphis and Charleston Railroad, which was acquired by deed dated February 26, 1898; the Georgia

Midland Ry., which was leased by an instrument dated June 18, 1896; the Virginia Midland Ry., deeded June 21, 1898; the Knoxville, Cumberland Gap and Louisville Ry., deeded June 29, 1898; the Carolina and Cumberland Gap Ry., deeded September 1, 1898; the Knoxville Belt R. R., acquired by deed dated January 13, 1899; Northeastern Railroad of Georgia, at sale October 31, 1899.

6. If a reorganized company, give name of original corporation, refer to laws under which it was organized and state the occasion for the reorganization. The Southern Railway Company was organized under a plan for the reorganization of the Richmond and West Point Terminal Railway and Warehouse Company, a corporation organized and formerly existing under act of Assembly of the State of Virginia dated March 8, 1880 (Acts of Assembly of Virginia, 1879-1880, chapter 238, p. 231), as amended by an act approved February 21, 1882 (Acts of Assembly of Virginia, 1881-1882, chapter 149, p. 151); an act approved March 2, 1882 (Acts of Assembly of Virginia, 1881-1882, chapter 192, p. 210); an act approved March 23, 1887 (Acts of Assembly of Virginia, 1887, chapter 3, p. 1), and the subsidiary lines of said Richmond and West Point Terminal Railway and Warehouse Co., of which the principals were the Richmond and Danville Railroad Co., organized under an act of Assembly of Virginia, passed March 9, 1847 (Acts of Assembly of Virginia, 1846-1847, p. 108), as amended by various subsequent acts, and the East Tennessee, Virginia and Georgia Ry. Co., which was a corporation organized in January, 1887, under the act of Tennessee passed March 12, 1877 (Acts of Tennessee, 1877, chapter 12, p. 17), by the purchase at foreclosure sale of the property formerly of the East Tennessee, Virginia and Georgia Ry. Co., which corporation was a company formed by consolidation in 1871 of the East Tennessee and Georgia R. R. Co., originally known as the Hiwassee R. R. Co., and incorporated under an act of Tennessee in 1836 (Local Laws of Tennessee, 1835-1836, chapter 3, p. 23), and the East Tennessee and Virginia R. R. Co., which was organized under an act of Tennessee passed January 27, 1848 (Acts of Tennessee, 1847-1848, chapter 120, p. 195).

The necessity for the reorganization of the properties here mentioned arose by reason of their inability to meet all of their financial obligations.



## ROAD OPERATED—ENTIRE LINE

1928	Road	Second Main Track	Third Main Track	Fourth Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned:							
S. Main line---	2,616.12	408.10	12.43	4.43	239.73	1,250.43	4,531.24
S. Branch lines	1,514.98	2.41	-----	-----	150.12	350.72	2,018.23
Proprietary-----	13.69	2.83	-----	-----	6.83	6.11	29.46
Leased-----	1,295.64	349.87	1.36	-----	138.69	429.08	2,214.64
Contract-----	782.68	11.31	1.05	-----	53.47	236.89	1,085.40
Trackage rights---	507.53	285.97	3.33	2.83	33.77	294.87	1,128.30
Total-----	6,730.64	1,060.49	18.17	7.26	622.61	2,568.10	11,007.27
Owned road							
operated-----	4,131.10	410.51	12.43	4.43	389.85	1,601.15	6,549.47
Owned road							
not operated---	115.73	-----	-----	-----	14.76	18.26	148.75
Length road owned	4,246.83	410.51	12.43	4.43	404.61	1,619.41	6,698.22
1929							
Owned:							
S. Main line---	2,616.12	408.10	12.43	4.43	239.10	1,252.10	4,532.28
S. Branch lines	1,514.98	2.56	-----	-----	150.14	351.40	2,019.08
Proprietary-----	13.69	2.83	-----	-----	6.07	6.11	28.70
Leased-----	1,295.66	349.96	1.36	-----	137.61	428.28	2,212.87
Contract-----	782.68	11.31	1.05	-----	55.46	236.92	1,087.42
Trackage rights---	507.89	287.53	3.33	2.83	31.77	301.09	1,134.44
Total-----	6,731.02	1,062.29	18.17	7.26	620.15	2,575.90	11,014.79
Owned road:							
operated-----	4,131.10	410.66	12.43	4.43	389.24	1,603.50	6,551.36
not operated---	115.66	-----	-----	-----	14.76	18.13	148.55
total length---	4,246.76	410.66	12.43	4.43	404.00	1,621.63	6,699.91

## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....	\$195,470,200.00	\$195,470,200.00
Capital stock, per mile.....	46,027.32	46,028.51
Funded debt.....	298,613,900.00	298,521,700.00
Funded debt, per mile.....	70,314.54	70,293.98
Cost of Road.....	373,802,359.09	375,568,489.70
Cost of road, per mile.....	88,019.15	88,436.47
Cost of equipment.....	146,675,815.88	145,103,721.46
Cost of equipment, per mile.....	34,537.71	34,168.10
Operating revenue.....	144,116,452.15	143,183,948.18
Operating expenses.....	101,887,718.27	102,701,587.74
Net operating revenue.....	42,228,733.88	40,482,360.44
Operating revenue, per mile.....	21,316.29	21,273.45
Operating expenses, per mile.....	15,070.23	15,258.81
Total freight revenue.....	108,640,633.65	107,962,041.67
Total passenger train service revenue.....	31,165,592.93	31,067,570.74
Freight revenue, per mile.....	16,193.56	16,165.22
Passenger service train revenue, per mile.....	4,861.41	4,868.67
Total number passengers carried earning revenue.....	7,051,100	6,367,720
Average receipts per passenger-mile.....	.03361	.03320
Taxes paid.....	9,579,113.23	9,320,685.88
Net income.....	19,603,205.40	18,459,852.68

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 407; Professional, clerical and general, 7,116; Maintenance of way and structures, 11,830; Maintenance of equipment and stores, 10,206; Transportation (other than train, engine and yard), 6,093; Transportation (yardmasters, switchtenders and hostlers, 574; Transportation (train and engine service), 8,272. Total, 44,497.

Employees (1929): Number—Executives, officials and staff assistants, 409; Professional, clerical and general, 6,020; Maintenance of way and structures, 11,610; Maintenance of equipment and stores, 10,045; Transportation (other than train, engine and yard), 5,957; Transportation (yardmasters, switchtenders and hostlers), 557; Transportation (train and engine service), 8,028. Total, 43,626.



## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Road	Second Main Track	Third Main Track	Fourth Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned:							
S. Main Line...	242.19	55.00	0.48	0.42	28.38	158.93	485.40
S. Branch Lines	348.81	.62	-----	-----	27.20	58.89	435.52
Proprietary.....			-----	-----		4.79	4.79
Leased.....	342.41	133.54	.38	-----	54.55	168.25	699.13
Contract.....	148.71	-----	-----	-----	8.69	20.50	177.90
Trackage rights...	121.87	50.18	-----	-----	3.95	38.46	214.46
Total.....	1,203.99	239.34	.86	.42	122.77	449.82	2,017.20
Owned road operated.....	591.00	55.62	.48	.42	55.58	217.82	920.92
Owned road total length...	591.00	55.62	.48	.42	55.58	217.82	920.92
1929							
Owned:							
S. Main line....	242.19	55.00	.48	.42	28.44	159.43	485.96
S. Branch lines	348.81	.62	-----	-----	28.12	58.77	436.32
Proprietary.....			-----	-----		4.79	4.79
Leased.....	343.43	133.54	.38	-----	52.77	167.94	697.06
Contract.....	148.71	-----	-----	-----	8.83	20.50	178.04
Trackage rights...	121.87	50.18	-----	-----	3.95	35.75	211.75
Total.....	1,205.01	239.34	.86	.42	122.11	447.18	2,013.92
Owned road operated.....	591.00	55.62	.46	.42	56.56	218.20	922.28
Owned road total length...	591.00	55.62	.46	.42	56.56	218.20	922.28

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 27,202,146.12	\$ 27,202,849.41
Capital stock, per mile.....	46,027.32	46,028.51
*Funded debt.....	41,555,893.14	41,543,742.18
Funded debt, per mile.....	70,314.54	70,293.98
*Cost of road.....	52,019,317.65	52,265,953.77
Cost of road, per mile.....	88,019.15	88,436.47
*Cost of equipment.....	20,411,786.61	20,193,347.10
Cost of equipmept, per mile.....	34,537.71	34,168.10
Operating revenue.....	29,093,931.07	28,923,979.64
Operating expenses.....	21,104,959.27	21,242,686.80
Net operating revenue.....	7,988,971.80	7,681,292.84
Operating revenue, per mile.....	24,164.60	24,023.44
Operating expenses, per mile.....	17,529.18	17,643.57
Total freight revenue.....	22,216,907.88	22,217,102.31
Total passenger train service revenue.....	6,161,481.55	6,043,418.50
Freight revenue, per mile.....	18,452.73	18,467.01
Passenger service train revenue, per mile.....	5,117.55	5,606.14
Total number passengers carried earning revenue.....	1,863,804	1,804,520
Average receipts per passenger-mile.....	-----	.03319
Taxes paid.....	2,239,872.62	2,160,498.58

\*Estimated on mileage basis.

**ASHEVILLE & CRAGGY MOUNTAIN RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Secretary.....	C. E. A. McCarthy.....	New York, N. Y.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.
General Auditor.....	T. H. Seay.....	Washington, D. C.

**DIRECTORS**

Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.; C. E. A. McCarthy, New York, N. Y.; E. A. Merrill, New York, N. Y.; J. H. Wood, Asheville, N. C.

**HISTORY**

Organized July 22, 1890, under the laws of North Carolina, under an act of General Assembly, ratified March 11, 1889.

**PROPERTY OPERATED**

	1928	1929
Craggy, N. C. to Newbridge, N. C. (miles).....	2.47	2.47
Connection—Asheville Sou. Ry., N. C. to Glenss Creek, N. C. (miles).....	2.27	2.27
Total.....	4.74	4.74

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 24,200.00	\$ 24,200.00
Capital stock, per mile.....	9,797.57	9,797.57
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	42,300.39	42,704.25
Cost of road, per mile.....	17,125.66	17,289.17
Cost of equipment.....		
Cost of equipment, per mile.....		
Cost of road and equipment, per mile.....	17,125.66	17,289.17
Operating revenue.....	46,026.32	40,869.79
Operating expenses (Interest on bonds not included).....	36,873.07	26,505.68
Net operating revenue.....	9,153.25	14,364.11
Operating revenue, per mile.....	9,710.19	8,622.32
Operating expenses, per mile.....	7,779.13	5,591.92
Total freight revenue.....	44,879.23	39,419.42
Total passenger train service revenue.....		
Freight revenue, per mile.....	9,468.19	8,316.33
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....	1,147.09	1,450.37
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	1,398.90	890.69

**NUMBER OF EMPLOYEES**

Employees: Number—Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1; Other trainmen, 2-2; Section Foremen, 1-1; Other trackmen, 5-4. Total 12-11.



**ASHEVILLE SOUTHERN RAILWAY COMPANY**

(OPERATED BY ASHEVILLE AND CRAGGY MOUNTAIN RAILWAY COMPANY)

**OFFICERS—1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.
General Auditor.....	T. H. Seay.....	Washington, D. C.

**DIRECTORS**

G. H. Dugan, Washington, D. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.; J. H. Andrews, Raleigh, N. C.

**HISTORY**

Organized December 29, 1905, under laws of North Carolina.

**PROPERTY OPERATED**

	1928	1929
Conn. A. & C. M. Ry. Co. to Glenns Creek, N. C. (miles).....	2.27	2.27

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	26,431.72	26,431.72
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	55,582.93	55,582.93
Cost of road, per mile.....	24,485.87	24,485.87
Cost of equipment.....		
Cost of equipment, per mile.....		
Cost of road and equipment, per mile.....	24,485.87	24,485.87

NOTE—Operating revenue, operating expenses (interest on bonds not included), net operating revenue, operating revenue per mile, operating expenses per mile, total freight revenue, total passenger train service revenue, freight revenue per mile, total number passengers carried earning revenue, passenger service train revenue per mile, revenue from other sources, average receipts per passenger per mile, taxes paid N. C., included in operations and report of Asheville and Craggy Mountain Railway Company.

# THE ATLANTA & CHARLOTTE AIR LINE RAILWAY COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	Geo. F. Canfield.....	New York, N. Y.
Secretary.....	F. Morse Hubbard.....	New York, N. Y.
Treasurer.....	John W. Platten.....	New York, N. Y.

## DIRECTORS

Geo. F. Canfield, 49 Wall St., New York; Robert L. Harrison, 59 Wall St., New York; John W. Platten, 55 Cedar St., New York; Nathaniel D. Lancaster, 30 E. 55th St., New York; Henry Parish, 48 Wall St., New York, Morean Delano, 59 Wall St., New York; Edwin G. Merrill, 48 Wall St., New York; Henry M. McAden, Charlotte, N. C.; R. Randolph Hicks, 49 Wall St., New York; F. Morse Hubbard, 49 Wall St., New York; Samuel Sloan, 22 Williams St., New York.

## HISTORY

Organized April 4, 1877, a consolidated company under agreement on April 4, 1877, between three separate companies formed 3-19-77, under the laws of North Carolina, North Carolina Air Line Railway Company—South Carolina Air Line Railway Company—Georgia Air Line Railway Company, Act of North Carolina, dated March 1, 1873, Act of South Carolina approved 3-24-76, Laws of 1876 p. 160, Act of Georgia, No. 138 approved February 29, 1876. Consolidation authorized by laws under which separate companies were formed.

## PROPERTY OPERATED

	N. C.	Total
Charlotte, N. C. to Armour, Ga. (miles).....	42.64	255.44



## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 1,700,000.00	\$ 1,700,000.00
Capital stock, per mile.....	6,655.18	6,655.18
Funded debt.....	20,000,000.00	20,000,000.00
Funded debt, per mile.....	78,296.28	78,296.68
Cost of road.....	21,700,000.00	21,700,000.00
Cost of road, per mile.....	84,951.46	84,951.46
Cost of equipment.....	*	-----
Cost of equipment, per mile.....	*	-----
Cost of road and equipment, per mile.....	84,951.46	84,951.46
Operating revenue.....	-----	-----
Operating expenses (Interest on bonds not included).....	-----	-----
Net operating revenue.....	-----	-----
Operating revenue, per mile.....	-----	-----
Operating expenses, per mile.....	-----	-----
Total freight revenue.....	-----	-----
Total passenger train service revenue.....	-----	-----
Freight revenue, per mile.....	-----	-----
Total number passengers carried earning revenue.....	-----	-----
Passenger service train revenue, per mile.....	-----	-----
Revenue from other sources.....	1,128,000.00	1,128,000.00
Average receipts per passenger, per mile.....	-----	-----
Taxes paid, North Carolina.....	-----	-----

All taxes paid by lessee.

## NUMBER OF EMPLOYEES

Employees: Number—Total, 5-5.

Road is operated by Southern Railway Company, Lessee.

\*Included in cost of road.

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
Capital stock.....	\$ 283,776.87	\$ 283,776.87
Capital stock, per mile.....	6,655.18	6,655.18
Funded debt.....	3,338,553.38	3,338,553.38
Funded debt, per mile.....	78,296.28	78,296.28
Cost of road and equipment.....	3,622,330.25	3,622,330.25
Cost of road and equipment, per mile.....	84,951.46	84,951.46
Operating revenue.....	-----	-----
Operating expenses.....	-----	-----
Net operating revenue.....	-----	-----
Operating revenue, per mile.....	-----	-----
Operating expenses, per mile.....	-----	-----
Total freight revenue.....	-----	-----
Total passenger train service revenue.....	-----	-----
Freight revenue, per mile.....	-----	-----
Passenger service train revenue, per mile.....	-----	-----
Total number passengers carried earning revenue.....	-----	-----
Average receipts per passenger-mile.....	-----	-----
Taxes paid.....	-----	-----

\*Estimated on mileage basis.

Operated by Southern Railway.

**THE ATLANTIC AND DANVILLE RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	Edgar Newgass.....	London, England
Vice-President.....	A. B. Carrington.....	Danville, Virginia
Secretary and Treasurer.....	Chas. O. Haines.....	208 Southern Produce Bldg., Norfolk, Va.
Auditor.....	J. A. D. Parrish.....	Norfolk, Virginia

**DIRECTORS**

Edgar Newgass, 16 Gracechurch St., London, England; Felix Rose, 16 Gracechurch St., London, England; A. B. Carrington, Danville, Virginia; Chas. O. Haines, 208 Southern Produce Bldg., Norfolk, Va.; Edward R. Baird, Norfolk, Virginia; C. L. Candler, Norfolk, Va.; W. H. M. Reed, Portsmouth, Va.

**HISTORY**

Organized August 2, 1894, under Laws of State of Virginia, created by or in consequence of the conveyance of property and franchise of the Atlantic and Danville Railway Company, Inc., by a decision of the United States Circuit Court in 1894. Also by Act of Assembly State of Virginia, approved February 7, 1900. Also by Act of Assembly State of North Carolina certified February 25, 1895.



## PROPERTY OPERATED

	N. C.	Total
Leased to Southern Railway Company who operate.....	22.15	277.71

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 2,180,000.00	\$ 2,180,000.00
Capital stock, per mile.....	7,849.91	7,849.91
Funded debt.....	5,450,000.00	5,450,000.00
Funded debt, per mile.....	19,624.79	19,624.79
Cost of road.....	7,610,484.35	7,610,484.35
Cost of road, per mile.....	27,404.43	27,404.43
Cost of equipment.....	36,820.25	36,820.25
Cost of equipment, per mile.....	132.58	132.58
Cost of road and equipment, per mile.....	27,537.01	27,537.01

Employees: Number—General officers, 3-3. Total, 3-3.

NOTE—Not an operating company, leased to Southern Railway Company and reported by them.

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 173,875.50	\$ 173,875.50
*Capital stock, per mile.....	7,849.91	7,849.91
*Funded debt.....	434,689.09	434,689.09
*Funded debt, per mile.....	19,624.79	19,624.79
*Cost of road.....	607,008.12	607,008.12
*Cost of road, per mile.....	27,404.43	27,404.43
*Cost of equipment.....	2,936.64	2,936.64
*Cost of equipment, per mile.....	132.58	132.58
*Cost of road and equipment, per mile.....	27,537.01	27,537.01

\*Estimated on mileage basis.

**ATLANTIC & YADKIN RAILWAY COMPANY**

A. E. SMITH AND J. W. FRAY, Receivers

**RECEIVERSHIP OFFICERS—1928-1929**

Title	Name	Address
Receiver.....	A. E. Smith.....	Mount Airy, N. C.
Receiver.....	J. W. Fry.....	Greensboro, N. C.
Superintendent.....	Sydnor DeButts.....	Greensboro, N. C.
Traffic Manager.....	Albert L. Thompson.....	Greensboro, N. C.
Treasurer.....	W. J. Byerly.....	Mount Airy, N. C.
Auditor.....	F. F. Blevins.....	Mount Airy, N. C.

**CORPORATE OFFICERS—1928**

Title	Name	Address
President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	Guy E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. K. Kempler.....	Washington, D. C.
1929		
President.....	Julian Price.....	Greensboro, N. C.
General Manager.....	Sydnor DeButts.....	Greensboro, N. C.
Traffic Manager.....	Albert L. Thompson.....	Greensboro, N. C.
Treasurer.....	C. W. Cloninger.....	Greensboro, N. C.
Secretary.....	Guy E. Mauldin.....	Washington, D. C.
Auditor.....	F. F. Blevins.....	Mt. Airy, N. C.

**DIRECTORS—1928-1929**

1928—W. L. Ball, Washington, D. C.; George H. Dugan, Washington, D. C.; H. W. Miller Washington, D. C.; A. E. Smith, Mount Airy, N. C.; J. C. Watkins, Greensboro, N. C.; F. S. Wynn, Washington, D. C.

1929—J. E. Latham, Greensboro, N. C.; J. C. Watkins, Greensboro, N. C.; Julius Cone, Greensboro, N. C.; Julian Price, Greensboro, N. C.; Paul C. Linley, Greensboro, N. C.

**HISTORY**

Organized January 31, 1899, under Laws of North Carolina.



## ROAD OPERATED IN NORTH CAROLINA (ENTIRE LINE) 1928-1929

	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—A. & Y. Main line.....	130.95	7.57	*18.86	157.38
Owned—A. & Y. Branch lines.....	32.15	.68	†1.38	32.19
Trackage rights.....			2.17	2.17
Total.....	163.10	8.25	22.41	193.76

\*1929:19.08.

†1929:73.

## CAPITAL STOCK, ETC.—NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 1,000,000.00	\$ 1,000,000.00
Capital stock, per mile.....	6,131.20	6,131.20
Funded debt.....	1,500,000.00	1,500,000.00
Funded debt, per mile.....	9,196.80	9,196.80
Cost of road.....	2,364,819.61	2,615,202.07
Cost of road, per mile.....	14,499.20	16,034.34
Cost of equipment.....		10,802.15
Cost of equipment, per mile.....		66.23
Operating revenue.....	1,301,559.20	1,013,014.14
Operating expenses.....	899,550.31	709,257.90
Net operating revenue.....	402,008.89	303,756.24
Operating revenue, per mile.....	7,980.13	6,211.00
Operating expenses, per mile.....	5,515.33	4,348.61
Total freight revenue.....	1,204,910.81	933,423.76
Total passenger train service revenue.....	72,235.62	62,565.46
Freight revenue, per mile.....	7,387.56	5,723.02
Passenger service train revenue, per mile.....	442.89	383.60
Total number passengers carried earning revenue.....	30,895	22,473
Average receipts per passenger-mile.....	.03588	.03545
Taxes paid.....	34,900.00	27,068.04
Taxes paid, North Carolina.....	31,900.00	23,568.04
Net income.....	143,150.38	117,615.19

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 8; Professional, clerical and general, 35; Maintenance of way and structures, 179; Maintenance of equipment and stores, 12; Transportation (other than train, engine and yard), 54; Transportation (train and engine service), 77. Total, 365.

Employees (1929): Number—Executives, officials and staff assistants, 8; Professional, clerical and general, 35; Maintenance of way and structures, 156; Maintenance of equipment and stores, 13; Transportation (other than train, engine and yard), 48; Transportation (train and engine service), 60. Total, 320.

# CAROLINA AND TENNESSEE SOUTHERN RAILWAY COMPANY

## OFFICERS—1928-1929

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer (1928).....	G. E. Mauldin.....	Washington, D. C.
Treasurer (1929).....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

## DIRECTORS—1928-1929

Fairfax Harrison, Washington, D. C.; L. A. Mahler, Raleigh, N. C.; H. W. Miller, Washington, D. C.; R. B. Pegram, Atlanta, Ga.; F. S. Wynn, Washington, D. C.; F. H. Thompson, Washington, D. C.

## HISTORY

Organized August 29, 1902, under Laws of North Carolina.

## ROAD OPERATED IN NORTH CAROLINA (ENTIRE LINE)—1928-1929

	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—C. & T. S. Main line..... (Bushnell to Fontana)	13.96	.29	1.52	15.77



## CAPITAL STOCK, ETC.—NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	4,297.99	4,297.99
Funded debt.....	643,000.00	643,000.00
Funded debt, per mile.....	46,061.71	46,061.71
Cost of road.....	414,614.16	414,614.16
Cost of road, per mile.....	29,700.02	29,700.02
Cost of equipment.....	162,993.94	162,993.94
Cost of equipment, per mile.....	11,675.77	11,675.77
Operating revenue.....	49,952.97	43,043.34
Operating expenses.....	27,128.05	27,765.76
Net operating revenue.....	22,824.92	15,277.58
Operating revenue, per mile.....	3,578.29	3,083.33
Operating expenses, per mile.....	1,943.26	1,988.95
Total freight revenue.....	47,012.48	40,738.34
Total passenger train service revenue.....	2,875.64	2,299.72
Freight revenue, per mile.....	3,367.65	2,918.22
Passenger service train revenue, per mile.....		
Total number passengers carried earning revenue.....	4,981	2,295
Average receipts per passenger-mile.....		
Taxes paid (State).....	1,852.38	2,119.64
Net income (Deficit).....	17,562.78	31,165.54

## NUMBER OF EMPLOYEES—1928-1929

All except 7 included in Southern Railway report.

**DANVILLE AND WESTERN RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Secretary.....	Guy E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.
General Auditor.....	T. H. Seay.....	Washington, D. C.

**DIRECTORS—1929**

Geo. H. Dugan, Washington, D. C.; Fairfax Harrison, Washington, D. C.; F. S. Wynn, Washington D. C.; Jas I. Pritchett, Danville, Va.; R. A. Schoolfeld, Danville, Va.; J. B. Sparrow, Martinsville, Va

**HISTORY**

Organized January 14, 1891, under Laws of Virginia. Charter March 29, 1873. Amended Acts 1876-1877, page 163, 1881-1882, pages 256, 259, 1885-1886 pages 317, 362.

**ROAD OPERATED**

	N. C.	Total
Danville, Va. to Stuart, Va. and branches (miles).....	8.96	81.89



## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 368,600.00	\$ 368,600.00
Capital stock, per mile.....	4,801.98	4,793.24
Funded debt.....	2,197,773.75	2,197,773.75
Funded debt, per mile.....	28,631.76	28,579.63
Cost of road.....	1,961,879.65	2,005,624.57
Cost of road, per mile.....	25,558.62	26,080.94
Cost of equipment.....	242,911.04	236,697.37
Cost of equipment, per mile.....	3,164.55	3,077.99
Cost of road and equipment, per mile.....	28,723.17	29,158.93
Operating revenue.....	544,768.14	555,046.28
Operating expenses (Interest on bonds not included).....	347,367.46	367,834.56
Net operating revenue.....	197,400.68	187,211.72
Operating revenue, per mile.....	6,663.83	6,789.56
Operating expenses, per mile.....	4,249.14	4,499.51
Total freight revenue.....	494,208.13	500,081.92
Total passenger train service revenue.....	35,074.84	39,949.15
Freight revenue, per mile.....	6,045.36	6,117.21
Total number passengers carried earning revenue.....	23,667	18,882
Passenger service train revenue, per mile.....	429.05	488.67
Revenue from other sources.....	15,485.17	15,015.21
Average receipts per passenger-mile.....	.03519	.03506
Taxes paid, North Carolina.....	3,044.11	2,579.72

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 5-5; Office clerks, 38-37; Station agents, 17-17; Other station men, 11-9; Enginemen, 5-5; Firemen, 5-5; Conductors, 5-5; Other trainmen, 11-10; Machinists, 2-2; Carpenters, 1-1; Other shopmen, 16-15; Section foremen, 7-7; Other trackmen, 32-31; Other employees, 18-26. Total, 173-175.

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 43,025.74	\$ 42,947.43
Capital stock, per mile.....	4,801.98	4,793.24
*Funded debt.....	256,540.57	256,540.57
Funded debt, per mile.....	28,631.76	28,631.76
*Cost of road.....	229,005.23	233,685.22
Cost of road, per mile.....	25,558.62	26,080.94
*Cost of equipment.....	28,354.37	27,578.79
Cost of equipment, per mile.....	3,164.55	3,077.99
*Operating revenue.....	59,761.06	60,888.57
*Operating expenses.....	38,106.21	40,351.45
*Net operating revenue.....	21,654.85	20,537.12
Operating revenue, per mile.....	-----	-----
Operating expenses, per mile.....	-----	-----
*Total freight revenue.....	54,214.63	54,858.98
*Total passenger train service revenue.....	3,847.70	4,382.42
Freight revenue, per mile.....	-----	-----
Passenger service train revenue, per mile.....	-----	-----
*Total number passengers carried earning revenue.....	2,596	2,071
*Average receipts per passenger-mile.....	.03519	.03506
Taxes paid.....	3,044.11	2,579.72

\*Estimated on mileage basis.

# **HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY**

## **OFFICERS—1928-1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

## **DIRECTORS—1928-1929**

1928—A. M. Bulla, Randleman, N. C.; F. S. Wynn, Washington, D. C.; J. Elwood Cox, High Point, N. C.; Geo. H. Dugan, Washington, D. C.; T. J. Finch, Thomasville, N. C.; Fairfax Harrison, Washington, D. C.; F. N. Tate, High Point, N. C.; J. S. McAllister, Greensboro, N. C.; A. S. Parker, High Point, N. C.

1929—E. I. Braner, Washington, D. C.; A. N. Bulla, Randleman, N. C.; W. J. Calnan, Washington, D. C.; J. Elwood Cox, High Point, N. C.; George H. Dugan, Washington, D. C.; Fairfax Harrison, Washington, D. C.; Sharp A. Hayden, Washington, D. C.; J. S. McAllister, Greensboro, N. C.; A. S. Parker, High Point, N. C.; F. N. Tate, High Point, N. C.; F. S. Wynn, Washington, D. C.

## **HISTORY**

Organized February 26, 1887, under Laws of North Carolina, 1883.



## ROAD OPERATED—NORTH CAROLINA (ENTIRE LINE)—1928-1929

	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—H. P., R., A. & S.----- (High Point to Asheboro)	26.85	4.14	3.46	34.45

## CAPITAL STOCK, ETC.—NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock-----	\$ 248,400.00	\$ 248,400.00
Capital stock, per mile-----	9,251.39	9,251.39
Funded debt-----	402,000.00	402,000.00
Funded debt, per mile-----	14,972.06	14,972.06
Cost of road-----	684,918.13	685,910.22
Cost of road, per mile-----	25,509.05	25,546.00
Operating revenue-----	113,293.82	107,922.65
Operating expenses-----	80,512.25	82,632.85
Net operating revenue-----	32,781.57	25,289.80
Operating revenue, per mile-----	4,069.46	4,019.46
Operating expenses, per mile-----	2,891.96	3,077.57
Total freight revenue-----	106,145.64	100,722.73
Total passenger train service revenue-----	3,846.74	3,594.23
Freight revenue, per mile-----	3,812.70	3,751.31
Passenger service train revenue, per mile-----	138.17	133.86
Total number passengers carried earning revenue-----	1,659	1,510
Average receipts per passenger-mile-----	.03555	.02998
Taxes paid-----	7,152.29	7,062.96
Net income (Deficit)-----	34,870.86	43,079.50

## NUMBER OF EMPLOYEES

Employees (1928): Number—Professional, clerical and general, 4; Maintenance of way and structures, 13; Maintenance of equipment and stores, 2; Transportation (other than train, engine, and yard), 8; Transportation (train and engine service), 5. Total, 32.

Employees (1929): Number—Professional, clerical and general, 3; Maintenance of way and structures, 14; Maintenance of equipment and stores, 2; Transportation (other than train, engine and yard), 6; Transportation (train and engine service), 5. Total, 30.

## NORTH AND SOUTH CAROLINA RAILROAD COMPANY

## OFFICERS—1928-1929

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	C. E. A. McCarthy.....	New York, N. Y.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

## DIRECTORS—1928-1929

W. S. Camp, Washington, D. C.; Fairfax Harrison, Washington, D. C.; C. E. A. McCarthy, New York, N. Y.; C. D. Mackay, Washington, D. C.; C. C. Elder, Greensboro, N. C.; Guy E. Mauldin, Washington, D. C.; E. A. Merrill, New York, N. Y.; F. S. Wynn, Washington, D. C.

## HISTORY

Organized March 13, 1899, under Laws of North Carolina, February 22, 1890, and amended March 2, 1899.

## ROAD OPERATED—1928-1929

None.

## ROAD OWNED IN NORTH CAROLINA—1928-1929

	Road	Total
Owned—North and South Carolina..... (Virgilina, Va.-N. C. to Mines)	4.79	4.79

## CAPITAL STOCK, ETC—NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	13,431.63	13,431.63
Cost of road.....	50,000.00	50,000.00
Cost of road, per mile.....	10,438.41	10,438.41

NOTE—This railroad is operated by the Southern Railway Company, and revenue, operating expenses, and other information are included in that Company's report.



## NORTH CAROLINA RAILROAD COMPANY

(OPERATED BY SOUTHERN RAILWAY COMPANY, UNDER LEASE)

## OFFICERS—1929

Title	Name	Address
President.....	Mrs. T. W. Bickett.....	Raleigh, N. C.
Vice-President.....	Alexander Webb.....	Raleigh, N. C.
Secretary and Treasurer.....	D. F. Giles.....	Raleigh, N. C.
Assistant Secretary.....	R. O. Self.....	Raleigh, N. C.
General Counsel.....	W. H. S. Burgwyn.....	Woodland, N. C.

## DIRECTORS—1929

Mrs. T. W. Bickett, Raleigh, N. C.; Alexander Webb, Raleigh, N. C.; George C. Tudor, Winston Salem, N. C.; D. W. Royster, Shelby, N. C.; Robert W. Lassiter, Charlotte, N. C.; A. M. Dixon Gastonia, N. C.; C. A. Hunt, Jr., Lexington, N. C.; H. I. M. Hunter, Greensboro, N. C.; T. L. Gwyn, Springdale, N. C.; W. E. Holt, Lexington, N. C.; Hugh MacRae, Wilmington, N. C.; G. W. Montcastle, Ledington, N. C.

## HISTORY

Organized January 11, 1850, under Laws of North Carolina. Chartered January 27, 1849, Laws of North Carolina, 1848-1849 and Laws February 14, 1855 and February 10, 1874.

## ROAD OWNED—1929

(INCLUDED IN SOUTHERN RAILWAY COMPANY REPORT)

	Road	Second Main Track	Third Main Track	Industrial Tracks	Yard Tracks Sidings	Total
North Carolina.....	224.12	91.30	.38	37.91	142.00	495.71

## CAPITAL STOCK, ETC.—NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 4,000,000.00	\$ 4,000,000.00
Capital stock, per mile.....	17,893.08	17,893.08
Cost of road.....	4,933,993.84	4,933,993.84
Cost of road, per mile.....	22,014.96	22,014.96
Taxes paid.....		976.45
Net income.....		280,234.44

## NORTH CAROLINA MIDLAND RAILROAD COMPANY

## OFFICERS—1928. 1929

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

## DIRECTORS—1928. 1929

J. Gray, Winston-Salem, N. C.; G. W. Mountcastle, Lexington, N. C.; C. P. McNeely, Mooresville, N. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; \*Thos. Barber, Winston-Salem, N. C.; W. N. Reynolds, Winston-Salem, N. C.; R. T. Chatham, Winston-Salem, N. C.; J. F. Hanes, Winston-Salem, N. C.

\*1929—Succeeded by T. C. Brown, Washington, D. C.

## HISTORY

Organized September, 1880. The Winston-Salem and Mooresville Railroad Company was chartered in North Carolina on August 6, 1878. This company on September 9, 1880, consolidated with the Dan Valley and Yadkin River Railroad Company and the Winston-Salem and Madison Railroad Company. The Dan Valley and Yadkin River Narrow-gauge Railroad Company was chartered in Virginia, January 27, 1879 (see Acts of Virginia, 1879, as amended by acts of Virginia, 1879-1880). On January 22, 1883, the North Carolina Midland Railroad Company and the Dan Valley and Yadkin River Narrow-gauge Railroad Company were consolidated under the style of the North Carolina Midland Railroad Company. (See Battle's Revisal of North Carolina.)



## ROAD OPERATED—1928, 1929

None.

## ROAD OWNED IN NORTH CAROLINA (ENTIRE LINE)

	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—North Carolina Midland----- (Mooresville Jc. to Winston-Salem)	53.50	4.43	6.45	64.38

## CAPITAL STOCK, ETC. IN NORTH CAROLINA (ENTIRE LINE)

	1928	1929
Capital stock-----	\$ 924,000.00	\$ 924,000.00
Capital stock, per mile-----	17,271.02	17,271.02
Funded debt-----	801,000.00	801,000.00
Funded debt, per mile-----	14,971.96	14,971.96
Cost of road-----	1,721,939.30	1,721,939.30
Cost of road, per mile-----	32,185.78	32,185.78
Net income-----	27,968.68	27,995.00

NOTE—This road is operated by the Southern Railway Company.

**SOUTHERN RAILWAY—CAROLINA DIVISION**

OPERATED BY SOUTHERN RAILWAY

**OFFICERS—1928-1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

**DIRECTORS—1928-1929**

L. Green, Washington, D. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; F. S. Wynn, Washington, D. C.

**HISTORY**

Organized under General Laws of South Carolina, authorizing consolidations of corporations, June, 1902.

**ROAD OPERATED—ENTIRE LINE—1928-1929**

None.

**ROAD OWNED AND CONTROLLED—ENTIRE LINE—1928-1929**

(INCLUDED IN SOUTHERN RAILWAY REPORT)

1928	Road	Second Main Track	Third Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—South Carolina Div.	690.28	11.31	1.05	42.17	222.62	967.43
Owned—South Carolina Div.	*7.75	-----	-----	.10	.48	8.33
Leased.....	42.03	-----	-----	4.54	4.39	50.96
Trackage rights.....	16.70	-----	-----	-----	-----	16.70
Joint ownership.....	-----	-----	-----	4.14	3.90	8.04
Total.....	756.76	11.31	1.05	50.95	231.39	1,051.46
1929						
Owned—South Carolina Div.	690.28	11.31	1.05	42.16	222.65	967.45
Owned—South Carolina Div.	*7.75	-----	-----	.10	.48	8.33
Leased.....	42.03	-----	-----	4.68	4.39	51.10
Trackage rights.....	16.64	14.20	-----	-----	-----	30.84
Joint ownership.....	-----	-----	-----	4.14	3.90	8.04
Total.....	756.70	25.51	1.05	51.08	231.42	1,065.76

\*Operated by Sievern and Knoxville Railroad Company.



## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 4,176,200.00	\$ 4,176,200.00
Capital stock, per mile.....	5,928.37	5,928.37
Funded debt.....	11,259,500.00	11,259,500.00
Funded debt, per mile.....	16,130.39	16,130.39
Cost of road.....	15,687,567.47	15,687,567.47
Cost of road, per mile.....	22,474.05	22,474.05
Cost of equipment.....	631,406.19	631,406.19
Cost of equipment, per mile.....	904.55	904.55
Net income (Deficit).....	37,585.80	37,585.80

\*Estimated on mileage basis.

## ROAD OPERATED IN NORTH CAROLINA—1928-1929

None.

## ROAD OWNED AND CONTROLLED IN NORTH CAROLINA—1928-1929

(INCLUDED IN SOUTHERN RAILWAY REPORT)

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—South Carolina Division.....	106.68	4.15	16.11	126.94
Leased.....	42.03	4.54	4.39	50.96
Total.....	148.71	8.69	20.50	177.90
1929				
Owned—South Carolina Division.....	106.68	4.15	16.11	126.94
Leased.....	42.03	4.68	4.39	51.10
Total.....	148.71	8.83	20.50	178.04

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 632,438.51	\$ 632,438.51
Capital stock, per mile.....	5,928.37	5,928.37
*Funded debt.....	1,710,790.00	1,710,790.00
Funded debt, per mile.....	16,130.39	16,130.39
*Cost of road.....	2,397,531.65	2,397,531.65
Cost of road, per mile.....	22,474.05	22,474.05
*Cost of equipment.....	96,897.39	96,897.39
Cost of equipment, per mile.....	904.55	904.55

NOTE—This railroad is operated by the Southern Railway Company, and revenue, operating expenses and other information are included in Southern Railway report.

\*Estimated on mileage basis.

**STATE UNIVERSITY RAILROAD COMPANY****OFFICERS—1928-1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Washington, D. C.
Vice-President.....	L. E. Jeffries.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

**DIRECTORS—1928-1929**

Fairfax Harrison, Washingto, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; F. S. Wynn, Washington, D. C.; R. B. Pegram, Atlanta, Ga.; W. P. Few, Durham, N. C.; W. A. Erwin, W. Durham, N. C.

**HISTORY**

Organized April 12, 1879, under Laws of North Carolina, 1872-1873. Amended, 1879.



## ROAD OPERATED IN NORTH CAROLINA (ENTIRE LINE)—1928-1929

	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—S. U.-----	10.15	.22	1.12	11.49
Trackage rights-----		1.65	.74	2.39
Total-----	10.15	1.87	1.86	13.88

## CAPITAL STOCK, ETC. IN NORTH CAROLINA—ENTIRE LINE

	1927	1929
Capital stock-----	\$ 31,300.00	\$ 31,300.00
Capital stock, per mile-----	3,083.74	3,083.74
Cost of road-----	73,591.13	79,564.83
Cost of road, per mile-----	7,250.35	7,838.89
Operating revenue-----	53,433.84	41,641.03
Operating expenses-----	46,535.76	43,914.34
Net operating revenue-----	6,898.08	*2,272.31
Operating revenue, per mile-----	5,264.41	4,102.56
Operating expenses, per mile-----	4,584.80	4,356.53
Total freight revenue-----	47,451.03	36,095.41
Total passenger train service revenue-----	5,229.55	4,875.44
Freight revenue, per mile-----	4,674.97	3,556.19
Passenger service train revenue, per mile-----	515.22	480.33
Total number passengers carried earning revenue-----	6,384	5,615
Average receipts per passenger-mile-----		
Taxis paid-----	1,033.12	802.51
Net income (Deficit)-----	1,170.87	9,676.05

\*Deficit.

## NUMBER OF EMPLOYEES—1928-1929

Professional, clerical and general, 1-1; Maintenance of ways and structures, 8-7; Maintenance of equipment and stores, 1-1; transportation (other than train, engine and yard), 2-2; Transportation (train and engine service), 5-5. Total, 17-16.

General officers carried on payroll of Southern Railway.

**TALLULAH FALLS RAILWAY COMPANY**

(J. F. GRAY, RECEIVER)

**OFFICERS—1928-1929**

Title	Name	Official Address
President.....	R. B. Pegram.....	Atlanta, Ga.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	Guy E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

**DIRECTORS—1929**

Geo. H. Dugan, Washington, D. C.; Chas. A. Thomason, Atlanta, Ga.; H. C. Couch, Atlanta, Ga.; R. B. Pegram, Atlanta, Ga.; F. S. Wynn, Washington, D. C.

**HISTORY**

Organized March 8, 1898, under General Laws of State of Georgia.  
Receivership June 25, 1923.

**ROAD OPERATED—ENTIRE LINE—1928-1929**

	Road
Owned—T. F. Cornelia, Ga. to Franklin, N. C. (miles).....	57.1

**CAPITAL STOCK, ETC.—ENTIRE LINE**

	1928	1929
Capital stock.....	\$ 323,400.00	\$ 323,400.00
Capital stock, per mile.....	5,663.75	5,663.75
Funded debt.....	1,519,000.00	1,519,000.00
Funded debt, per mile.....	26,602.45	26,602.95
Cost of road.....	1,632,148.70	1,632,148.70
Cost of road, per mile.....	28,584.04	28,584.04
Cost of equipment.....	64,082.60	62,426.19
Cost of equipment, per mile.....	1,122.28	1,093.28
Operating revenue.....	-----	-----
Operating expenses.....	-----	-----
Net operating revenue.....	-----	-----
Operating revenue, per mile.....	-----	-----
Operating expenses, per mile.....	-----	-----
Total freight revenue.....	-----	-----
Total passenger train service revenue.....	-----	-----
Freight revenue, per mile.....	-----	-----
Passenger service train revenue, per mile.....	-----	-----
Total number passengers carried earning revenue.....	-----	-----
Average receipts per passenger-mile.....	-----	-----
Taxes paid.....	-----	-----
Net income (Deficit).....	75,142.82	75,162.08

\*Estimated on mileage basis.



## ROAD OPERATED IN NORTH CAROLINA—1928-1929

	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—T. F. ....	14.00	.39	1.76	16.15

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 79,291.50	\$ 79,291.50
Capital stock, per mile.....	5,663.75	5,663.75
*Funded debt.....	372,434.30	372,434.30
Funded debt, per mile.....	26,602.45	26,602.45
*Cost of road.....	400,176.00	400,176.00
Cost of road, per mile.....	28,584.04	28,584.00
*Cost of equipment.....	15,711.92	15,305.92
Cost of equipment, per mile.....	1,122.28	1,093.28
Operating revenue.....	24,726.09	18,299.32
Operating expenses.....	37,454.21	37,232.71
Net operating revenue.....	†12,728.12	†18,933.39
Operating revenue, per mile.....	1,766.15	1,307.08
Operating expenses, per mile.....	2,675.30	2,659.48
Total freight revenue.....	16,855.87	12,100.98
Total passenger train service revenue.....	5,692.94	4,363.90
Freight revenue, per mile.....	1,203.99	864.36
Passenger service train revenue, per mile.....	406.64	311.71
Total number passengers carried earning revenue.....	5,411	2,983
Average receipts per passenger-mile.....	.04264	.03138
Taxes paid.....		

\*Estimated on mileage basis.

†Deficit

**YADKIN RAILROAD COMPANY****OFFICERS—1928-1929**

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Vice-President.....	Geo. H. Dugan.....	Washington, D. C.
Vice-President and General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	M. Middleton.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

**DIRECTORS—1928-1929**

1928—Geo. H. Dugan, Washington, D. C.; Fairfax Harrison, Washington, D. C.; S. H. Hearne, Albemarle, N. C.; D. W. Julian, Salisbury, N. C.; E. R. Massen, Washington, D. C.; J. M. Morrow, Albemarle, N. C.; Walter Murphy, Salisbury, N. C.; F. S. Wynn, Washington, D. C.; A. H. Boyden, Salisbury, N. C.

1929—J. G. Schoeni, Washington, D. C. succeeded A. H. Boyden.

**HISTORY**

Organized August 19, 1895, under Laws of North Carolina, 1871.



## ROAD OPERATED IN NORTH CAROLINA (ENTIRE LINE)—1928-1929

	Road	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—Yadkin.....	40.52	-----	7.08	5.08	52.68
Contract.....	5.79	-----	.11	.06	5.95
Contract.....	*5.03	-----	-----	*1.89	*6.92
Trackage rights.....	1.44	1.66	-----	1.30	4.40
Total.....	52.78	1.66	7.19	8.33	69.96

\*Operated jointly by Southern Railway and Winston-Salem Southbound Railway.

## CAPITAL STOCK, ETC. IN NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 625,000.00	\$ 625,000.00
Capital stock, per mile.....	15,424.48	15,424.48
Funded debt.....	615,000.00	615,000.00
Funded debt, per mile.....	15,177.73	15,177.73
Cost of road.....	1,376,154.60	1,375,528.97
Cost of road, per mile.....	33,962.35	33,946.91
Cost of equipment.....	8,551.80	9,261.35
Cost of equipment, per mile.....	211.05	228.68
Operating revenue.....	314,271.43	307,361.48
Operating expenses.....	228,368.88	209,626.91
Net operating revenue.....	85,902.55	97,734.57
Operating revenue, per mile.....	6,017.07	5,823.44
Operating expenses, per mile.....	4,372.37	3,971.71
Total freight revenue.....	297,799.95	293,059.56
Total passenger train service revenue.....	13,611.69	11,222.31
Freight revenue, per mile.....	5,701.70	5,552.47
Passenger service train revenue, per mile.....	260.61	212.62
Total number passengers carried earning revenue.....	6,391	*0
Average receipts per passenger-mile.....	.03492	-----
Taxes paid.....	11,243.17	12,316.97
Net income (Deficit).....	58,284.33	45,290.47

\*Discontinued passenger train service on December 3, 1928 except for handling mail and express

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 2; Professional, clerical and general, 11; Maintenance of way and structures, 31; Transportation (other than train, engine and yard), 13; Transportation (train and engine service), 18. Total, 75.

Employees (1929): Number—Executives, officials and staff assistants, 2; Professional, clerical and general, 11; Maintenance of way and structures, 35; Maintenance of equipment and stores, 0; Transportation (other than train, engine and yard), 13; Transportation (train and engine service), 16. Total, 77.

**WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY****PRINCIPAL GENERAL OFFICERS—1928-1929**

Title	Name	Official Address
President.....	H. E. Fries.....	Winston-Salem, N. C.
Vice-President.....	George B. Elliott.....	Wilmington, N. C.
Secretary.....	J. F. Post.....	Wilmington, N. C.
Treasurer.....	John T. Reid.....	Wilmington, N. C.
General Counsel.....	Craig and Craig.....	Winston-Salem, N. C.
General Auditor.....	W. D. McCaig.....	Wilmington, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
General Superintendent.....	G. F. Turley.....	Winston-Salem, N. C.
Traffic Manager.....	S. P. Collier.....	Winston-Salem, N. C.

**DIRECTORS—1928-1929**

1928—H. E. Fries, Winston-Salem, N. C.<sup>4</sup> N. D. Maher, Roanoke, Va.<sup>4</sup> D. W. Flickwir, Roanoke, Va.<sup>4</sup> George B. Elliott, Wilmington, N. C.<sup>4</sup> Lyman Delano, Wilmington, N. C.<sup>4</sup> A. C. Needles, Roanoke, Va.

1929—George B. Elliott, Wilmington, N. C.<sup>4</sup> Lyman Delano, Wilmington, N. C.<sup>4</sup> H. E. Fries, Winston-Salem, N. C.<sup>4</sup> A. C. Needles, Roanoke, Va.<sup>4</sup> D. W. Flickwir, Roanoke, Va.<sup>4</sup> W. J. Jenks, Roanoke, Va.

**HISTORY**

Date of organization, February 13, 1905.

Organized under the Laws of the State of North Carolina, Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1905 (page 93), chapter 34, entitled "An Act to Incorporate the Winston-Salem Southbound Railway Company," amending sections 10 and 11 of the Private Acts of 1905, chapter 34, page 96, ratified January 31, 1907.

Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1909 (page 539), chapter 252, entitled "An Act extending the time for construction of the Winston-Salem Southbound Railway Company," ratified March 5, 1909.

Acts of the General Assembly of the State of North Carolina, H. B. 888, S. B. 584, entitled "An Act to amend the charter of the Winston-Salem Southbound Railway Company," amending section 2 of chapter 34 of the Private Laws of North Carolina passed at its session of 1905, ratified February 11, 1911.

Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1911 (page 892), chapter 357, entitled "An Act to amend An Act relatnig to the Southbound Railway Company," ratified February 25, 1911.



# WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY 329

## ROAD OPERATED IN NORTH CAROLINA (ENTIRE LINE)—1928-1929

1928	Road	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—W.-S. S. Main line.....	87.70	3.02	7.40	24.88	123.00
Contract.....	5.03	-----	-----	-----	5.03
Trackage rights.....	1.79	-----	-----	-----	1.79
Total.....	94.52	3.02	7.40	24.88	129.82
1929					
Owned—W.-S. S. Main line.....	87.70	3.02	7.40	25.00	123.12
Contract.....	5.03	-----	-----	-----	5.03
Trackage rights.....	5.46	-----	-----	-----	5.46
Total.....	98.19	3.02	7.40	25.00	133.61

## CAPITAL STOCK, ETC. IN NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 1,245,000.00	\$ 1,245,000.00
Capital stock, per mile.....	14,196.12	14,196.12
Funded debt.....	5,000,000.00	5,000,000.00
Funded debt, per mile.....	57,012.54	57,012.54
Cost of road.....	6,116,645.17	6,157,714.22
Cost of road, per mile.....	69,745.09	70,213.39
Cost of equipment.....	460,126.05	531,935.43
Cost of equipment, per mile.....	5,246.58	6,065.39
Operating revenue.....	1,477,752.61	1,511,441.46
Operating expenses.....	879,944.19	903,437.21
Net operating revenue.....	597,808.42	608,004.25
Operating revenue, per mile.....	15,634.28	15,393.03
Operating expenses, per mile.....	9,309.61	9,200.91
Total freight revenue.....	1,387,735.18	1,423,573.77
Total passenger train service revenue.....	72,432.33	69,615.61
Freight revenue, per mile.....	14,681.92	14,498.15
Passenger service train revenue, per mile.....	766.32	708.99
Total number passengers carried earning revenue.....	17,978	14,483
Average receipts per passenger-mile.....	.03349	.03393
Taxes paid.....	143,000.00	133,000.00
Net income.....	154,352.32	177,344.43

\*Estimated on mileage basis.

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 40; Maintenance of way and structures, 128; Maintenance of equipment and stores, 4; Transportation (other than train, engine and yard), 18; Transportation (train and engine service), 47. Total, 241.

Employees (1929): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 41; Maintenance of way and structures, 110; Maintenance of equipment and stores, 5; Transportation (other than train, engine and yard), 17; Transportation (train and engine service), 48. Total, 225.

**ABERDEEN AND ROCKFISH RAILROAD COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	W. A. Blue.....	Aberdeen, N. C.
General Manager or Superintendent.....	J. A. Bryant.....	Aberdeen, N. C.
Secretary and Treasurer.....	H. McC. Blue.....	Aberdeen, N. C.
Traffic Manager.....	G. F. Dempsey.....	Fayetteville, N. C.

**DIRECTORS**

W. A. Blue, H. J. Blue, H. McC. Blue, Forrest Lockey, J. A. Bryant, all of Aberdeen, N. C. and H. W. Jackson, of Richmond, Va.

**HISTORY**

Organized June 22, 1892, under Laws of North Carolina, Secretary of State, also chapter 22 of 1893, Chapter 45 of 1901, Chapter 401 of 1907, Chapter 200 of 1911, Chapter 289 of March, 1913.

**PROPERTY OPERATED**

	1928	1929
Aberdeen, N. C. to Fayetteville, N. C. (miles).....	44.9	44.9

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 208,800.00	\$ 208,300.00
Capital stock, per mile.....	4,650.33	4,639.20
Funded debt.....	155,000.00	158,312.43
Funded debt, per mile.....	3,454.34	3,525.83
Cost of road.....	341,373.26	356,672.03
Cost of road, per mile.....	7,602.97	7,943.65
Cost of equipment.....	87,321.13	69,835.20
Cost of equipment, per mile.....	1,944.79	1,555.40
Cost of road and equipment, per mile.....	9,547.76	9,499.05
Operating revenue.....	215,136.86	185,862.79
Operating expenses (Interest on bonds not included).....	151,366.03	135,985.59
Net operating revenue.....	63,770.83	49,877.20
Operating revenue, per mile.....	4,791.47	4,139.48
Operating expenses, per mile.....	3,371.18	3,028.68
Total freight revenue.....	201,529.06	166,025.76
Total passenger train service revenue.....	8,567.60	16,041.65
Freight revenue, per mile.....	4,488.39	3,697.68
Total number passengers carried earning revenue.....	6,145	4,775
Passenger service train revenue, per mile.....	190.81	357.25
Revenue from other sources.....	5,040.20	3,795.38
Average receipts per passenger, per mile.....	.03599	.03600
Taxes paid, North Carolina.....	7,578.16	7,008.49

**NUMBER OF EMPLOYEES**

Employees: Number—General officers, 6-6; Office clerks, 1-1; Station agents, 3-3; Other station men, 5-5; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 3-3; Machinists, 2-2; Carpenters, 1-1; Other shopmen, 1-1; Section foremen, 5-5; Other trackmen, 20-20' Total, 53-53.



## APPALACHIAN RAILWAY COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	A. J. Stevens.....	New York, N. Y.
General Manager or Superintendent.....	J. A. Sisk.....	Cherokee, N. C.
Secretary and Treasurer.....	J. R. Alloy.....	Waynesville, N. C.

## DIRECTORS—1929

A. J. Stevens, New York, N. Y.; J. R. Alloy, Waynesville, N. C.; R. G. Rogers, Ravensford, N. C.; J. A. Sisk, Ela, N. C.

## HISTORY

Organized July 30, 1908, under the Laws of North Carolina.

## PROPERTY OPERATED

	1928.	1929
Ela, N. C. to Ravensford, N. C. (miles).....	10.00	10.00

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile.....	10,000.00	10,000.00
Funded debt.....	30,000.00	30,000.00
Funded debt, per mile.....	3,000.00	3,000.00
Cost of road.....	323,093.83	323,093.83
Cost of road, per mile.....	32,309.38	32,309.38
Cost of equipment.....	10,085.14	10,085.14
Cost of equipment, per mile.....	1,008.51	1,008.51
Cost of road and equipment, per mile.....	33,317.89	33,317.89
Operating revenue (\$904.98 non-operating revenue not included).....	50,914.97	31,345.78
Operating expenses (Interest on bonds not included).....	53,959.96	36,126.00
*Net operating revenue.....	*3,044.99	*4,780.22
*Operating revenue, per mile.....	*304.50	*478.02
Operating expenses, per mile.....	5,395.99	3,612.60
Total freight revenue.....	48,413.37	27,121.37
Total passenger train service revenue.....	1,210.90	778.75
Freight revenue, per mile.....	4,841.33	2,712.13
Total number passengers carried earning revenue.....	3,222	1,544
Passenger service train revenue, per mile.....	-----	77.87
Revenue from other sources.....	904.98	-----
Average receipts per passenger-mile.....	3.75	-----
Taxes, paid, North Carolina.....	1,951.79	1,404.71

\*Deficit.

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 3-3; Office clerks, 1-1; Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 2-2; Other trainmen, 1-9; Section foremen, 1-1; Other trackmen, 6-3. Total, 17-13.

## ATLANTIC AND CAROLINA RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	R. G. Turnbull.....	Norfolk, Va.
General Manager or Superintendent.....	J. E. Jerritt.....	Kenansville, N. C.
Secretary and Treasurer.....	W. J. Jones.....	Norfolk, Va.
Vice-President.....	L. G. Turnbull.....	Norfolk, Va.

## DIRECTORS—1929

R. G. Turnbull, Norfolk, Va.; L. G. Turnbull, Norfolk, Va.; W. J. Jones, Norfolk, Va.; J. E. Jerritt, Kenansville, N. C.; L. A. Beasley, Kenansville, N. C.; H. D. Williams, Kenansville, N. C.; R. D. Johnson, Warsaw, N. C.

## HISTORY

Organized April 21, 1914, under the Laws of North Carolina, Chapter 61, Revisal 1905, B. Section 2549. Revisal.

## PROPERTY OPERATED

	1928	1929
Kenansville, N. C. to Warsaw, N. C. (miles).....	10.00	10.00

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 10,000.00	\$ 10,000.00
Capital stock, per mile.....	1,000.00	1,000.00
Funded debt.....	34,000.00	34,000.00
Funded debt, per mile.....	3,400.00	3,400.00
Cost of road.....	66,230.00	66,230.00
Cost of road, per mile.....	6,623.00	6,623.00
Cost of equipment.....	2,146.23	2,146.23
Cost of equipment, per mile.....	214.62	214.62
Cost of road and equipment, per mile.....	6,837.62	6,837.62
Operating revenue.....	21,992.79	24,830.53
Operating expenses (Interest on bonds not included).....	20,359.23	18,393.57
Net operating revenue.....	1,633.56	6,436.96
Operating revenue, per mile.....	2,199.28	2,483.05
Operating expenses, per mile.....	2,035.92	1,839.38
Total freight revenue.....	20,260.73	20,975.79
Total passenger train service revenue.....	276.84	185.65
Freight revenue, per mile.....	2,026.07	2,097.58
Total number passengers carried earning revenue.....	964	613
Passenger service train revenue, per mile.....	27.68	1,856.00
Revenue from other sources.....	1,455.22	3,669.09
Average receipts per passenger, per mile.....	03.58	03.03
Taxes paid, North Carolina.....	674.45	714.62

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 1-7; Office clerks, 1-1; Station agents, 1-1; Other station men, 1-1; Enginemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 4-4. Total, 18-18.



## ATLANTIC AND WESTERN RAILWAY COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	H. C. Huffer, Jr.....	37 Wall St., New York
General Manager or Superintendent.....	E. T. Ussery.....	Sanford, N. C.
Secretary.....	W. R. Sullivan.....	341 Madison Ave., New York, N. Y.
Treasurer.....	W. R. Williams.....	Sanford, N. C.
Traffic Manager.....	R. T. Ussury.....	Sanford, N. C.

## DIRECTORS—1929

H. C. Huffer, Jr., 37 Wall St., New York, N. Y.; W. R. Sullivan, 341 Madison Ave., New York, N. Y.; N. A. Campbell, 346 Madison Ave., New York, N. Y.; E. T. Ussery, Sanford, N. C.; W. R. Williams, Sanford, N. C.; Austin McCormick, Sanford, N. C.; A. B. Wilkins, Sanford, N. C.; J. C. Nichols, Aberdeen, N. C.

## HISTORY

Organized August 26, 1927, under the Laws of North Carolina; Chapter 22, Article 12, Section 1223 of the Consolidated Statutes of the State of North Carolina.

## PROPERTY OPERATED

	1928	1929
Sanford, N. C. to Lillington, N. C. (miles).....	24.00	24.00

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 62,000.00	\$ 62,000.00
Capital stock, per mile.....	2,583.33	2,583.33
Funded debt.....	60,000.00	60,000.00
Funded debt, per mile.....	2,500.00	2,500.00
Cost of road.....	245,026.24	123,673.05
Cost of road, per mile.....	10,209.42	5,153.04
Cost of equipment.....	31,444.86	17,305.92
Cost of equipment, per mile.....	1,310.20	721.08
Cost of road and equipment, per mile.....	11,519.62	5,874.12
Operating revenue.....	110,131.00	88,923.24
Operating expenses (Interest on bonds not included).....	101,718.61	80,970.24
Net operating revenue.....	8,412.39	7,953.00
Operating revenue, per mile.....	4,588.79	3,705.14
Operating expenses, per mile.....	4,238.27	3,373.76
Total freight revenue.....	103,006.78	76,579.08
Total passenger train service revenue.....	2,413.35	10,788.42
Freight revenue, per mile.....	4,291.95	3,190.79
Total number passengers carried earning revenue.....	6,695	5,954
Passenger service train revenue, per mile.....	100.55	491.20
Revenue from other sources.....	462.00	632.00
Average receipts per passenger-mile.....	.0360	
Taxes paid, North Carolina.....	1,456.84	1,912.39

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 6-6; Office clerks, 2-2; Station agents, 5-5; Other station men, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-1; Other shopmen, 2-1; Section foremen, 2-2; Other trackmen, 12-12; Other employees, 1-2. Total, 36-38.

**BLACK MOUNTAIN RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	John B. Dennis.....	New York, N. Y.
General Manager.....	L. H. Phetteplace.....	Erwin, Tenn.
Secretary.....	J. B. Britton, Jr.....	Erwin, Tenn.
Treasurer.....	Jno. W. Sanders.....	Erwin, Tenn.

**DIRECTORS—1929**

John B. Dennis, New York, N. Y.; J. J. McLaughlin, Erwin, Tenn.; L. H. Phetteplace, Erwin, Tenn.; J. W. Pless, Marion, N. C.; George T. Wofford, Johnson City, Tenn.; A. B. Crouch, Johnson City, Tenn.

**HISTORY**

Organized April 21, 1910, under the Laws of North Carolina; Chapter 61 of "Revisal of 1905" as amended by Chapter 472 passed in 1907 Session of General Assembly.

**PROPERTY OPERATED**

	1928	1929
Kona, N. C. to Burnsville, N. C. (miles).....	10.74	10.72
Micaville, N. C. (spur) to Bowditch, N. C. (miles).....	2.11	2.11
Total.....	12.85	12.83

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	3,891.05	3,897.12
Funded debt (\$100,000 matured, unpaid).....	600,000.00	600,000.00
Funded debt, per mile.....	4,669.26	46,765.39
Cost of road.....	270,321.00	234,894.54
Cost of road, per mile.....	21,036.65	18,308.23
Cost of equipment.....	7,310.28	7,310.28
Cost of equipment, per mile.....	568.89	569.78
Cost of road and equipment, per mile.....	21,605.55	18,878.01
Operating revenue.....	46,965.42	39,376.23
Operating expenses (Interest on bonds not included).....	37,807.12	26,555.08
Net operating revenue.....	9,158.30	12,821.15
Operating revenue, per mile.....	3,654.90	3,069.07
Operating expenses, per mile.....	2,942.19	2,069.76
Total freight revenue.....	46,363.77	38,426.40
Total passenger train service revenue.....	272.94	202.55
Freight revenue, per mile.....	3,608.08	2,995.04
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....	21.24	15.79
Revenue from other sources.....	328.71	747.28
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	3,280.66	2,600.00

**NUMBER OF EMPLOYEES**

Employees: Number—General officers, 10-0; Office clerks, 1-0; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Other shopmen, 1-1; Section foremen, 2-1; Other trackmen, 6-8. Total, 27-17.



## BONLEE &amp; WESTERN RAILWAY COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	R. L. Caveness.....	Coleridge, N. C.
General Manager or Superintendent.....	R. L. Caveness.....	Coleridge, N. C.
Secretary.....	J. R. Peace.....	Bennett, N. C.
Traffic Manager.....	Morris Prince.....	Greensboro, N. C.

## DIRECTORS—1929

R. L. Caveness, Coleridge, N. C.; I. N. Cox, Bennett, N. C.; J. R. Peace, Bennett, N. C.; G. W. Allen, Coleridge, N. C.; J. A. Brower, Coleridge, N. C.; F. C. Caveness, Coleridge, N. C.

## HISTORY

Organized October 12, 1908, under the Laws of North Carolina; North Carolina Revisal 1905, Chapter 8 entitled Railroads.

## PROPERTY OPERATED

	1928	1929
Bonlee, N. C. to Bennett, N. C. (miles).....	11.00	11.00

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 61,600.00	\$ 61,600.00
Capital stock, per mile.....	5,600.00	5,866.66
Funded debt.....	10,000.00	-----
Funded debt, per mile.....	909.09	-----
Cost of road.....	62,481.11	87,895.66
Cost of road, per mile.....	5,680.10	8,371.01
Cost of equipment.....	18,310.46	12,337.56
Cost of equipment, per mile.....	1,664.59	1,175.00
Cost of road and equipment, per mile.....	7,344.69	9,546.01
Operating revenue.....	8,416.79	12,968.78
Operating expenses (Interest on bonds not included).....	10,944.35	13,054.19
Net operating revenue.....	*2,527.56	*85.41
Operating revenue, per mile.....	229.78	1,235.12
Operating expenses, per mile.....	994.94	1,243.49
Total freight revenue.....	8,087.90	12,590.38
Total passenger train service revenue.....	-----	-----
Freight revenue, per mile.....	735.26	1,179.08
Total number passengers carried earning revenue.....	-----	-----
Passenger service train revenue, per mile.....	-----	-----
Revenue from other sources.....	328.89	-----
Average receipts per passenger-mile.....	-----	-----
Taxes paid, North Carolina.....	466.63	180.00

\*Loss.

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 3-4; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Section foremen, 0-1; Other trackmen, 3-4. Total, 10-13.

**CAROLINA RAILROAD COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	G. R. Loyall.....	Norfolk, Va.
Superintendent.....	J. C. Poe.....	Kinston, N. C.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
Treasurer.....	J. F. George.....	Norfolk, Va.
Traffic Manager.....	J. F. Dalton.....	Norfolk, Va.

**DIRECTORS—1928-1929**

G. R. Loyall, Norfolk, Va.; W. B. Rodman, Norfolk, Va.; E. D. Kyle, Norfolk, Va.; M. S. Hawkins, Norfolk, Va.

**HISTORY**

Organized December 11, 1912, under the Laws of North Carolina; General Laws of North Carolina as set out in Chapter 61 of Pell's Revisal of North Carolina.



## PROPERTY OPERATED

	1928	1929
Kinston, N. C. to Snow Hill, N. C. (miles)-----	*13.095	13.099
Trackage rights-----	†2.133	2.133
Total-----	15.228	15.232

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock-----	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile-----	2,672.78	2,672.78
Funded debt-----	39,000.00	39,000.00
Funded debt, per mile-----	2,978.24	2,978.24
Cost of road-----	93,111.37	94,286.37
Cost of road, per mile-----	7,110.45	7,200.18
Cost of equipment-----		4,559.02
Cost of equipment, per mile-----		348.15
Cost of road and equipment, per mile-----	7,110.45	7,548.33
Operating revenue-----	40,679.27	19,808.32
Operating expenses (Interest on bonds not included)-----	28,645.53	20,792.52
†Net operating revenue-----	12,033.74	†984.20
Operating revenue, per mile-----	2,671.35	1,300.78
Operating expenses, per mile-----	1,881.11	1,365.41
Total freight revenue-----	39,283.28	18,639.15
Total passenger train service revenue-----	981.20	572.99
Freight revenue, per mile-----	2,579.67	1,224.00
°Total number passengers carried earning revenue-----	6,279	3,229
Passenger service train revenue, per mile-----	64.43	37.63
Revenue from other sources-----	413.79	596.18
Average receipts per passenger-mile-----	.08	.08
Taxes paid, North Carolina-----	1,099.22	1,202.29

†Deficit.

\*13.095 miles owned.

† 2.133 miles operated under trackage rights.

°All passengers handled by shuttle train between Kinston and Fair Grounds Annual Fair.

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 5-5; Office clerks, 1-1; Station agents, 1-1; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-0; Section foremen, 1-1; Other trackmen, 4-2. Total, 17-15.

**CAROLINA AND NORTHEASTERN RAILROAD COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	W. C. Rawles.....	Norfolk, Va.
General Manager or Superintendent.....	H. O. Carlton.....	Jackson, N. C.
Treasurer.....	H. O. Carlton.....	Jackson, N. C.
Traffic Manager.....	H. O. Carlton.....	Jackson, N. C.

**DIRECTORS—1929**

W. C. Rawles, Norfolk, Va.; Thos. B. Gay, Richmond, Va.; H. Stuart Lewis, Suffolk, Va.; A. Woolford, Suffolk, Va.; W. L. Long, Roanoke Rapids, N. C.

**HISTORY**

Organized January 8, 1917, under the Laws of North Carolina; see Private Laws of North Carolina for 1917.

**PROPERTY OPERATED**

	1928	1929
Gumberry, N. C. to Lasker, N. C. (miles).....	16.00	16.00

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 300,000.00	\$ 300,000.00
Capital stock, per mile.....	18,750.00	18,750.00
Funded debt.....	199,000.00	199,000.00
Funded debt, per mile.....	12,437.50	12,437.50
Cost of road.....	412,371.44	412,371.44
Cost of road, per mile.....	25,773.21	25,773.21
Cost of equipment.....	20,822.35	20,822.35
Cost of equipment, per mile.....	1,301.40	1,301.40
Cost of road and equipment, per mile.....	27,074.61	27,074.61
Operating revenue.....	24,161.06	21,256.90
Operating expenses (Interest on bonds not included).....	20,055.61	21,551.20
Net operating revenue.....	4,106.45	294.30
Operating revenue, per mile.....	1,510.06	1,328.55
Operating expenses, per mile.....	1,253.47	1,347.00
Total freight revenue.....	24,066.45	20,840.90
Total passenger train service revenue.....	10.70	-----
Freight revenue, per mile.....	1,504.15	1,302.55
Total number passengers carried earning revenue.....	46	-----
Passenger service train revenue, per mile.....	.67	-----
Revenue from other sources.....	83.91	416.00
Average receipts per passenger-mile.....	.03	-----
Taxes paid, North Carolina.....	1,194.94	1,364.50

**NUMBER OF EMPLOYEES**

Employees: Number—General Officers, 5-5; Office clerks, 1-1; Station agents, 2-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Machinists, 1-1; Section foremen, 2-1; Other trackmen, 6-6. Total, 20-18.



## CAROLINA SOUTHERN RAILWAY COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	S. Wade Marr.....	Raleigh, N. C.
General Manager.....	J. H. Matthews.....	Windsor, N. C.
Secretary.....	J. H. Matthews.....	Windsor, N. C.
Treasurer.....	W. L. Lyon.....	Windsor, N. C.
Traffic Manager and Superintendent.....	C. H. Pruden.....	Windsor, N. C.

## DIRECTORS—1929

S. Wade Marr, Raleigh, N. C.; J. H. Small, Washington, N. C.; W. L. Lyon, Windsor, N. C.; K. B. Coulter, Clifton Springs, N. Y.; Dr. W. C. Riddick, Raleigh, N. C.; John T. Stokes, Windsor, N. C.; J. H. Matthews, Windsor, N. C.; V. D. Strickland, Ahoskie, N. C.; Arnold R. Hanson, New York, N. Y.; E. C. Counter, Clifton Springs, N. Y.

## HISTORY

Organized April 1, 1926 under the Laws of North Carolina; General Laws.

## PROPERTY OPERATED

	1928	1929
Windsor, N. C. to Ahoskie, N. C. (miles).....	21.55	21.55

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 168,800.00	\$ 168,800.00
Capital stock, per mile.....	7,832.94	7,832.94
Funded debt.....	9,831.25	3,956.25
Funded debt, per mile.....	456.21	183.58
Cost of road.....	174,245.43	162,188.51
Cost of road, per mile.....	8,085.63	7,526.15
Cost of equipment.....	25,757.68	25,840.78
Cost of equipment, per mile.....	1,196.25	1,199.11
Cost of road and equipment, per mile.....	9,280.88	8,725.26
Operating revenue.....	99,198.65	46,010.96
Operating expenses (Interest on bonds not included).....	77,005.93	36,860.08
Net operating revenue.....	22,192.72	9,150.88
Operating revenue, per mile.....	4,603.23	2,044.93
Operating expenses, per mile.....	3,573.36	1,638.23
Total freight revenue.....	90,774.18	43,565.62
Total passenger train service revenue.....	69.26	-----
Freight revenue, per mile.....	4,212.26	2,021.61
Total number passengers carried earning revenue.....	-----	-----
Passenger service train revenue, per mile.....	3.21	-----
Revenue from other sources.....	6,979.02	2,445.34
Average receipts per passenger-mile.....	-----	-----
Taxes paid, North Carolina.....	1,070.05	922.09

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 5-5; Office clerks, 1-2; Station agents, 4-4; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-0; Other trainmen, 3-3; Machinists, 1-1; Section foremen, 2-1; Other trackmen, 9-10. Total, 29-29.

## CLIFFSIDE RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	Chas. H. Haynes.....	Cliffside, N. C.
Vice-President.....	G. C. Haynes.....	Cliffside, N. C.
Vice-President.....	W. H. Haynes.....	Cliffside, N. C.
Treasurer.....	Z. O. Jenkins.....	Cliffside, N. C.
Secretary.....	H. M. Owens.....	Cliffside, N. C.
Traffic Manager.....	Carl R. Cunningham.....	Atlanta, Ga.
Auditor.....	G. C. Shuford.....	Cliffside, N. C.

## DIRECTORS—1929

Chas. H. Haynes, Cliffside, N. C.; Z. O. Jenkins, Cliffside, N. C.; Walter H. Haynes, Cliffside, N. C.; Virginia H. Caldwell, Cliffside, N. C.; G. C. Haynes, Cliffside, N. C.

## HISTORY

Organized in 1905, under the Laws of North Carolina.

## PROPERTY OPERATED

	1928	1929
Cliffside, N. C. to West Henrietta and Avondale, N. C. (miles).....	5.00	5.00

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 80,000.00	\$ 80,000.00
Capital stock, per mile.....	16,000.00	16,000.00
Funded debt.....	14,042.33	8,500.00
Funded debt, per mile.....	2,808.46	1,700.00
Cost of road.....	122,118.76	127,295.54
Cost of road, per mile.....	24,423.75	25,459.11
Cost of equipment.....	21,758.18	21,360.67
Cost of equipment, per mile.....	4,351.63	4,272.13
Cost of road and equipment, per mile.....	28,775.39	29,731.36
Operating revenue.....	27,160.45	31,085.20
Operating expenses (Interest on bonds not included).....	28,249.39	24,736.46
Net operating revenue.....	1,088.94	6,348.74
Operating revenue, per mile.....	5,432.09	6,217.04
Operating expenses, per mile.....	5,649.88	4,947.29
Total freight revenue.....	25,847.71	30,083.36
Total passenger train service revenue.....	.....	.....
Freight revenue, per mile.....	5,169.54	6,016.67
Total number passengers carried earning revenue.....	.....	.....
Passenger service train revenue, per mile.....	.....	.....
Revenue from other sources express comm.....	1,262.74	1,001.34
Average receipts per passenger-mile.....	.....	.....
Taxes paid, North Carolina.....	.....	.....
Franchise.....	60.00	120.00
State.....	362.80	19.42
County.....	428.85	408.29

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 4-4; Office clerks, 1-1; Station agents, 1-1; Enginemen, 2-2; Firemen, 1-1; Conductors, 1-1; Machinists, 1-1; Section foremen, 1-1; Other trackmen, 4-4. Total, 16-16.



## DOVER AND SOUTHBOUND RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	.....	.....
General Manager or Superintendent.....	D. W. Richardson.....	Dover, N. C.
Secretary and Treasurer.....	W. B. H. Blandford.....	Dover, N. C.
Traffic Manager.....	N. S. Richardson.....	Dover, N. C.

## DIRECTORS—1929

W. K. Wimsatt, G. P. Lohr, Washington, D. C.; D. W. Richardson, N. S. Richardson, W. B. H. Blandford, Dover, N. C.; T. D. Warren, New Bern, N. C.

## HISTORY

Organized December 1, 1918, under the Laws of North Carolina; Chapter 67, Private Laws 1905, Chapter 59, Private Laws 1907.

## PROPERTY OPERATED

	1928	1929
Dover, N. C. to Richlands, N. C. (miles).....	24.75	24.75

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile.....	4,040.40	4,040.40
Funded debt.....	.....	.....
Funded debt, per mile.....	.....	.....
Cost of road.....	164,240.98	164,240.98
Cost of road, per mile.....	6,636.00	6,636.00
Cost of equipment.....	22,250.81	22,250.81
Cost of equipment, per mile.....	899.00	899.00
Cost of road and equipment, per mile.....	7,535.00	7,535.00
Operating revenue.....	18,167.58	22,353.56
Operating expenses (Interest on bonds not included).....	26,775.81	29,856.34
Net operating revenue loss.....	*8,608.23	7,502.78
Operating revenue, per mile.....	734.04	903.13
Operating expenses, per mile.....	1,081.84	1,206.32
Total freight revenue.....	18,167.58	20,566.44
Total passenger train service revenue.....	.....	.....
Freight revenue, per mile.....	734.04	903.13
Total number passengers carried earning revenue.....	.....	.....
Passenger service train revenue, per mile.....	.....	.....
Revenue from other sources.....	4,170.25	3,652.10
Average receipts per passenger-mile.....	.....	.....
Taxes paid, North Carolina.....	1,618.66	1,609.33

\*Loss.

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 3-3; Office clerks, 1-1; Station agents, 1-1; Other station men, 1-1; Machinists, 2-2; Carpenters, 1-1; Other shopmen, 1-1; Section foremen, 3-3; Other trackmen, 6-6. Total 20-20.

**DURHAM AND SOUTHERN RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	E. Thomason.....	Charlotte, N. C.
Vice-President.....	Jones Fuller.....	Durham, N. C.
Superintendent.....	T. B. Smith.....	Durham, N. C.
General Auditor.....	E. B. Hardin.....	Charlotte, N. C.
Secretary-Treasurer.....	W. C. Parker.....	New York, N. Y.
Auditor.....	J. M. Martin.....	Durham, N. C.
Traffic Manager.....	J. S. Cureton.....	Greenville, S. C.

**DIRECTORS—1929**

Mrs. Sarah P. Duke, Durham, N. C.; E. Thomason, Charlotte, N. C.; C. McD. Carr, Durham, N. C.; J. S. Cobb, Durham, N. C.; J. H. Erwin, Durham, N. C.; W. A. Erwin, Durham, N. C.; W. A. Erwin, Jr., Durham, N. C.; J. S. Hill, Durham, N. C.; R. L. Lindsay, Durham, N. C.; J. B. Mason, Durham, N. C.; W. C. Parker, New York, N. Y.; H. C. Scatterfield, Durham, N. C.; C. C. Thomas, Durham, N. C.; John F. Wiley, Durham, N. C.; Jones Fuller, Durham, N. C.

**HISTORY**

Organized January 13, 1904. Chartered under Laws of North Carolina, Chapter 49, volume 1 and amended March 10, 1905.



## ROAD OPERATED IN NORTH CAROLINA (ENTIRE LINE)—1928-1929

1928	Road	Yard Tracks Sidings	Total
Owned—Dover and Southern.....	56.87	9.47	66.34
Trackage rights.....	2.10	-----	2.10
Total.....	58.97	9.47	68.44
1929			
Owned—Durham and Southern.....	56.87	9.38	66.25
Trackage rights.....	2.10	-----	2.10
Total.....	58.97	9.38	68.35

## CAPITAL STOCK, ETC. IN NORTH CAROLINA—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 1,350,000.00	\$ 1,350,000.00
Capital stock, per mile.....	23,738.35	23,738.35
Funded debt.....	1,414,411.04	1,562,308.49
Cost of road.....	24,870.95	27,471.57
Cost of road, per mile.....	111,886.60	114,187.80
Cost of equipment.....	1,967.41	2,007.87
Cost of equipment, per mile.....	708,828.69	725,974.70
Operating revenue.....	403,067.73	391,869.80
Operating expenses.....	305,760.96	334,104.90
Net operating revenue.....	12,920.16	12,310.92
Operating revenue, per mile.....	6,835.13	6,645.24
Operating expenses, per mile.....	684,089.16	680,791.87
Total freight revenue.....	19,684.54	34,001.85
Total passenger train service revenue.....	11,600.63	11,544.72
Freight revenue, per mile.....	333.81	576.60
Passenger service train revenue, per mile.....	13,374	10,742
Total number passengers carried earning revenue.....	.03392	.03371
Average receipts per passenger-mile.....	57,447.34	61,827.10
Taxes paid.....	210,198.48	236,561.80
Net income.....		

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 8; Professional, clerical and general, 19; Maintenance of way and structures, 45; Maintenance of equipment and stores, 21; Transportation (other than train, engine and yard), 19; Transportation (train and engine service), 23. Total 135.

Employees (1929): Number—Executives, officials and staff assistants, 7; Professional, clerical and general, 18; Maintenance of way and structures, 41; Maintenance of equipment and stores, 22; Transportation (other than train, engine and yard), 19; Transportation (train and engine service), 23; Total, 130.

**EAST CAROLINA RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	Henry Clark Bridgers.....	Tarboro, N. C.
General Manager or Superintendent.....		
Secretary.....	A. D. Fowlkes.....	Tarboro, N. C.
Treasurer.....	Henry Clark Bridgers.....	Tarboro, N. C.
Traffic Manager.....	Henry Clark Bridgers.....	Tarboro, N. C.

**DIRECTORS—1929**

Henry Clark Bridgers, John L. Bridgers, A. D. Fowlkes and J. T. Hagans, Tarboro, N. C.; B. F. D. Albritton, Hookerton, N. C.; J. R. Davis and W. J. Turnage, Farmville, N. C.

**HISTORY**

Organized July 1, 1898, under the Laws of North Carolina; Public Laws of State of North Carolina, charter amended by Private Laws of State of North Carolina ratified by General Assembly, March 11, 1901, Chapter 362.

**PROPERTY OPERATED**

	1928	1929
Tarboro, N. C. to Hookerton, N. C. (miles)..... (Owned 38.20, trackage rights, 1.00, total 39.20.)	39.20	39.20



## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 55,500.00	\$ 55,500.00
*Capital stock, per mile.....	1,452.88	1,452.88
Funded debt.....	403,015.10	401,515.10
*Funded debt, per mile.....	10,550.13	10,510.87
Cost of road.....	414,448.56	414,448.56
*Cost of road, per mile.....	10,849.44	10,849.44
Cost of equipment.....	13,292.87	13,292.87
*Cost of equipment, per mile.....	347.99	347.99
*Cost of road and equipment, per mile.....	11,197.43	11,197.43
Operating revenue.....	163,431.64	122,817.86
Operating expenses (Interest on bonds not included).....	147,129.72	140,607.09
Net operating deficit.....	16,301.92	17,789.23
†Operating revenue, per mile.....	4,169.17	3,133.11
†Operating expenses, per mile.....	3,753.31	3,586.92
Total freight revenue.....	157,310.88	115,168.15
Total passenger train service revenue.....	2,742.70	6,357.75
†Freight revenue, per mile.....	4,013.03	2,937.96
Total number passengers carried earning revenue.....		
†Passenger service train revenue, per mile.....	69.97	162.19
Revenue from other sources.....	112.00	1,291.96
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	6,781.71	7,403.52

\*Based on owned mileage (38.20).

†Based on operated mileage (39.20).

## NUMBER OF EMPLOYEES

Employees: Number—General Officers, 4-4; Office clerks, 8-5; Station agents, 7-5; Other station men, 1-1; Enginemen, 2-2; Firemen, 1-1; Conductors, 2-1; Other trainmen, 3-2; Machinists, 1-1; Other shopmen, 5-5; Section foremen, 4-3; Other trackmen, 17-12; Other employees, 1-1. Total, 56-43

## EAST TENNESSEE AND WESTERN NORTH CAROLINA

## OFFICERS—1929

Title	Name	Official Address
President.....	Edgar P. Earle.....	Johnson City, Tenn.
Vice-President and Treasurer.....	J. E. Vance.....	Johnson City, Tenn.
Secretary.....	H. Prosser.....	Johnson City, Tenn.

## DIRECTORS—1929

Edgar P. Earle, Philadelphia, Pa.; Ario Pardee, Philadelphia, Pa.; Henry Lewis, Philadelphia, Pa.; J. H. Epps, Jonesboro, Tenn.; J. E. Vance, Johnson City, Tenn.; A. G. B. Steel, Philadelphia, Pa.; H. W. Warden, Jr., Philadelphia, Pa.

## HISTORY

Organized May 24, 1866. Reorganized May 22, 1879, under the Laws of Tennessee; Acts of Assembly 1865-1866, Section 23 by which the Charter of East Tennessee and Virginia Railroad became the charter of this Company.

## PROPERTY OPERATED

	N. C.	Total
Johnson City, Tenn. to Cranberry, N. C. (miles).....	3.18	36.18

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 490,800.00	\$ 490,800.00
Capital stock, per mile.....	13,565.50	13,565.50
Funded debt.....	500,000.00	500,000.00
Funded debt, per mile.....	13,819.79	13,819.70
Cost of road.....	1,064,307.73	1,076,144.96
Cost of road, per mile.....	29,433.60	29,744.19
Cost of equipment.....	331,729.13	331,851.64
Cost of equipment, per mile.....	9,168.85	9,172.23
Cost of road and equipment, per mile.....	38,602.45	38,916.43
Operating revenue.....	348,032.90	332,663.83
Operating expenses (Interest on bonds not included).....	217,039.42	224,290.28
Net operating revenue.....	130,993.48	108,373.55
Operating revenue, per mile.....	9,616.82	9,194.68
Operating expenses, per mile.....	5,998.87	6,199.28
Total freight revenue.....	306,827.01	276,029.24
Total passenger train service revenue.....	26,112.98	43,626.57
Freight revenue, per mile.....	8,480.56	7,629.33
Total number passengers carried earning revenue.....	31,948	85,314
Passenger service train revenue, per mile.....	721.75	1,205.82
Revenue from other sources.....	10,973.80	5,331.45
Average receipts per passenger-mile.....	.03480	.02271
Taxes paid, North Carolina.....	1,668.46	1,436.84

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 4-2; Office clerks, 5-6; Station agents, 10-9; Other station men, 5-14; Enginemen, 6-6; Firemen, 6-6; Conductors, 6-6; Other trainmen, 12-11; Machinists, 2; Carpenters, 7; Other shopmen, 5; Telegraph operators, 3; Section foremen, 5-6; Other trackmen, 25-33; Other employees, 40-11. Total, 124-127.



## CAPITAL SAOCK, ETC.

	1928	1929
*Capital stock.....	\$ 43,148.29	\$ 43,148.29
Capital stock, per mile.....	13,565.50	13,565.50
*Funded debt.....	43,946.93	43,946.93
Funded debt, per mile.....	13,819.79	13,819.79
*Cost of road.....	93,598.85	94,586.52
Cost of road, per mile.....	29,433.60	29,744.19
*Cost of equipment.....	28,156.94	28,167.69
Cost of equipment, per mile.....	9,168.85	9,172.23
*Operating revenue.....	30,626.89	29,274.41
*Operating expenses.....	19,099.46	19,747.54
*Net operating revenue.....	11,527.43	9,526.87
Operating revenue, per mile.....		
Operating expenses, per mile.....		
*Total freight revenue.....	27,000.77	24,290.57
*Total passenger train service revenue.....	2,297.94	3,839.13
Freight revenue, per mile.....		
Passenger service train revenue, per mile.....		
*Total number passengers carried earning revenue.....	2,811	7,507
Average receipts per passenger-mile.....	.03460	.02271
Taxes paid.....	1,668.46	1,436.84

\*Estimated on mileage basis.

**ELKIN AND ALLEGHANY RAILROAD COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	Vacant.....	
General Manager or Superintendent.....	J. P. Ipock.....	Elkin, N. C.
Secretary and Treasurer.....	J. P. Ipock-Alex Chatham.....	Elkin, N. C.
Traffic Manager.....	J. P. Ipock.....	Elkin, N. C.

**DIRECTORS—1929**

Wm. Roth, New York, N. Y.; R. A. Doughton, Sparta, N. C.; Alex Woodruff, Cherry Lane N. C.; J. F. Hendren, Elkin, N. C.; R. L. Hubbard, Elkin, N. C.; A. G. Click, Elkin, N. C.; Alex Chatham, Elkin, N. C.; J. P. Ipock, Elkin, N. C.

**HISTORY**

Organized January 1, 1920, under the Laws of North Carolina.

**PROPERTY OPERATED**

	1928	1929
Elkin, N. C. to Veneer, N. C. (miles).....	15.00	15.00

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 56,000.00	\$ 297,700.00
Capital stock, per mile.....	3,733.33	19,846.66
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	46,000.00	286,700.00
Cost of road, per mile.....	3,000.00	19,113.00
Cost of equipment.....	13,225.83	13,225.83
Cost of equipment, per mile.....	881.72	881.72
Cost of road and equipment, per mile.....	3,881.72	19,846.72
Operating revenue.....	17,860.82	16,298.76
Operating expenses (Interest on bonds not included).....	16,855.55	14,810.25
Net operating revenue.....	1,005.17	1,488.51
Operating revenue, per mile.....	1,190.72	1,086.58
Operating expenses, per mile.....	1,123.66	987.35
Total freight revenue.....	17,357.15	16,180.01
Total passenger train service revenue.....		
Freight revenue, per mile.....	1,158.10	1,078.00
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....	503.67	128.75
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	368.10	620.97

**NUMBER OF EMPLOYEES**

Employees: Number—General officers, 3-3; Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-0; Section foremen, 1-1; Other trackmen, 3-3. Total, 11-10.



## GRAHAM COUNTY RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	H. C. Bemis.....	Bradford, Pa.
General Manager or Superintendent.....	H. C. Bemis.....	Bradford, Pa.
Secretary.....	R. H. Montony.....	Robbinsville, N. C.
Treasurer.....	L. C. Bemis.....	Robbinsville, N. C.
Traffic Manager.....	R. H. Montony.....	Robbinsville, N. C.

## DIRECTORS—1929

H. C. Bemis, Bradford, Pa.; L. C. Bemis, Robbinsville, N. C.; A. B. Anderson, Robbinsville, N. C.; E. R. Frederick, Robbinsville, N. C.; R. H. Montony, Robbinsville, N. C.; L. W. Wilson, Robbinsville, N. C.; S. W. Black, Bryson City, N. C.

## HISTORY

Organized February 25, 1905, under the Laws of North Carolina; Private Laws of North Carolina, Session 1905, pages 530 to 536, inclusive.

## PROPERTY OPERATED

	1928	1929
Robbinsville, N. C. to Topton, N. C. (miles).....	13.30	12.13

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 225,000.00	\$ 225,000.00
Capital stock, per mile.....	16,917.29	18,549.05
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	198,970.84	206,630.63
Cost of road, per mile.....	14,960.21	17,034.67
Cost of equipment.....	24,751.66	24,751.66
Cost of equipment, per mile.....	1,861.02	2,040.53
Cost of road and equipment, per mile.....	16,821.22	19,075.20
Operating revenue.....	47,600.23	64,840.67
Operating expenses (Interest on bonds not included).....	27,744.86	42,602.67
Net operating revenue.....	19,855.37	22,238.00
Operating revenue, per mile.....	3,578.96	5,345.48
Operating expenses, per mile.....	2,086.07	3,512.17
Total freight revenue.....	46,641.73	63,110.67
Total passenger train service revenue.....		
Freight revenue, per mile.....	3,506.86	5,202.85
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....	599.68	9,771.02
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	1,435.29	1,385.29

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 4-4; Office clerks, 0-1; Station agents, 1-1; Enginemen, 1-1; Firemen, 0-1; Conductors, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 4-6. Total, 14-17.

# **HIGH POINT, THOMASVILLE AND DENTON RAILROAD COMPANY**

## **OFFICERS—1929**

Title	Name	Official Address
President.....	C. F. Tomlinson.....	High Point, N. C.
General Manager or Superintendent.....	O. Arthur Kirkman.....	High Point, N. C.
Secretary and Treasurer.....	O. Arthur Kirkman.....	High Point, N. C.
Traffic Manager, Gen. Frt. Agt.....	F. J. Flagler.....	High Point, N. C.

## **DIRECTORS—1929**

C. F. Tomlinson, High Point, N. C.; J. E. Millis, High Point, N. C.; J. C. Siceloff, High Point, N. C.;  
O. Arthur Kirkman, High Point, N. C.; T. A. Finch, Thomasville, N. C.; B. I. Harrison, Denton, N. C.

## **HISTORY**

Organized May 11, 1923, under the Laws of North Carolina.



## PROPERTY OPERATED

	1928	1929
High Point, N. C. to High Rock, N. C. (miles)-----	34.81	34.81

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock-----	\$ 216,590.00	\$ 217,190.00
Capital stock, per mile-----	6,222.06	6,239.29
Funded debt-----		
Funded debt, per mile-----		
Cost of road-----	456,208.06	457,704.70
Cost of road, per mile-----	13,105.66	13,149.20
Cost of equipment-----	99,847.95	158,211.24
Cost of equipment, per mile-----	2,868.37	4,544.99
Cost of road and equipment, per mile-----	15,974.03	17,693.81
Operating revenue-----	446,740.98	442,337.82
Operating expenses (Interest on bonds not included)-----	317,720.88	283,653.15
Net operating revenue-----	129,020.10	158,684.67
Operating revenue, per mile-----	12,833.69	12,707.20
Operating expenses, per mile-----	9,127.31	8,148.61
Total freight revenue-----	438,208.20	431,100.76
Total passenger train service revenue-----	8,532.78	11,237.06
Freight revenue, per mile-----	12,588.57	12,384.39
Total number passengers carried earning revenue-----	76	48
Passenger service train revenue, per mile-----	245.12	322.81
Revenue from other sources-----	1,783.00	2,133.00
Average receipts per passenger-mile-----	.0322	.03499
Taxes paid, North Carolina (\$4,800 received including the op- erating expense) (1928)-----		
Taxes paid, North Carolina, \$5,700 received included in operating expense (1929)-----		

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 5-5; Office clerks, 15-15; Station agents, 4-4; Other station men, 10-10; Enginemen, 4-4; Firemen, 4-4; Conductors, 4-4; Other trainmen, 8-8; Machinists, 2-2; Carpenters, 4-4; Other shopmen, 10-10; Section foremen, 4-4; Other trackmen, 38-38; Other employees, 5-0. Total, 117-117.

## KINSTON CAROLINA RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	G. R. Loyall.....	Norfolk, Va.
Superintendent.....	J. C. Poe.....	Kinston, N. C.
Secretary.....	M. S. Hawkins.....	Kinston, N. C.
Treasurer.....	J. F. George.....	Norfolk, Va.
Traffic Manager.....	J. F. Dalton.....	Norfolk, Va.

## DIRECTORS—1929

G. R. Loyall, Norfolk, Va.; C. F. Harvey, Kinston, N. C.; M. S. Hawkins, Norfolk, Va.; E. D' Kyle, Norfolk, Va.

## HISTORY

Organized January 25, 1910, under the Laws of North Carolina; State of North Carolina especially provisions of Section 1239-1240 and 1241 of Pell's Revisal of 1908 N. C. page 641.

## PROPERTY OPERATED

	1928	1929
Kinston, N. C. to Beulaville, N. C. (miles).....	30.47	30.47

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile.....	1,148.67	1,148.67
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	67,553.92	67,553.92
Cost of road, per mile.....	2,217.06	2,217.06
Cost of equipment.....	10,496.17	10,496.17
Cost of equipment, per mile.....	344.47	344.47
Cost of road and equipment, per mile.....	2,561.53	2,561.53
Operating revenue.....	34,162.26	29,455.27
Operating expenses (Interest on bonds not included).....	36,681.20	17,243.78
Net operating revenue.....	2,518.94	12,211.49
Operating revenue, per mile.....	1,121.18	966.70
Operating expenses, per mile.....	1,203.85	565.93
Total freight revenue.....	32,191.90	28,769.90
Total passenger train service revenue.....	1,907.96	609.11
Freight revenue, per mile.....	1,056.51	944.20
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....	62.58	19.99
Revenue from other sources.....	62.40	76.26
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	2,500.00	869.41

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 5-5; Office clerks, 2-2; Station agents, 2-2; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Other shopmen, 2-2; Section foremen, 2-2; Other trackmen, 8-6. Total, 26-24.



## LAURINBURG &amp; SOUTHERN RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	James L. McNair.....	Laurinburg, N. C.
General Manager or Superintendent.....	James L. McNair.....	Laurinburg, N. C.
Secretary.....	C. E. Beman.....	Laurinburg, N. C.
Treasurer.....	Z. V. Pate.....	Laurinburg, N. C.
Traffic Manager.....	G. Y. Jones.....	Laurinburg, N. C.
Auditor.....	J. W. Hollis.....	Laurinburg, N. C.

## DIRECTORS—1929

N. G. Wade, Jacksonville, Fla.; D. M. Flynn, Jacksonville, Fla.; John E. Harris, Jacksonville, Fla.; James L. McNair, Laurinburg, N. C.; A. M. Fairley, Laurinburg, N. C.; John Blue, Laurinburg, N. C.; A. A. James, Laurinburg, N. C.; E. H. Evans, Laurinburg, N. C.; C. E. Beman, Laurinburg, N. C.

## HISTORY

Organized March 8, 1909, under the Laws of North Carolina; Private Laws, 1909.

## PROPERTY OPERATED

	1928	1929
Johns, N. C. to Raeford, N. C. (miles).....	30.00	30.00

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 225,000.00	\$ 225,000.00
Capital stock, per mile.....	7,500.00	7,500.00
Funded debt.....	75,000.00	75,000.00
Funded debt, per mile.....	2,500.00	2,500.00
Cost of road.....	354,317.01	355,953.54
Cost of road, per mile.....	11,810.57	11,865.12
Cost of equipment.....	57,142.29	52,439.44
Cost of equipment, per mile.....	1,904.74	1,748.65
Cost of road and equipment, per mile.....	13,715.31	13,613.76
Operating revenue.....	131,703.32	122,258.64
Operating expenses (Interest on bonds not included).....	105,926.83	98,611.55
Net operating revenue.....	25,776.49	23,647.09
Operating revenue, per mile.....	4,390.11	4,075.29
Operating expenses, per mile.....	3,530.89	3,287.05
Total freight revenue.....	127,537.43	112,449.60
Total passenger train service revenue.....	300.02	536.28
Freight revenue, per mile.....	4,251.24	3,748.32
Total number passengers carried earning revenue.....	652	11,04
Passenger service train revenue, per mile.....	10.00	17.87
Revenue from other sources.....	3,865.87	9,272.76
Average receipts per passenger-mile.....	.015	.04
Taxes paid, North Carolina.....	5,814.79	5,766.63

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 5-5; Office clerks, 1-1; Station agents, 3-3; Other station men, 3-3; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 2-2; Section foremen, 3-3; Other trackmen, 21-18. Total, 44-41.

## LAWNDALE RAILWAY &amp; INDUSTRIAL COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	John F. Schenck, Sr.....	Lawndale, N. C.
General Manger or Superintendent.....	Hal E. Schenck.....	Lawndale, N. C.
Secretary.....	John F. Schenck, Sr.....	Lawndale, N. C.
Treasurer.....	John F. Schenck, Jr.....	Shelby, N. C.
Traffic Manager.....	Carrie Elam.....	Lawndale, N. C.

## DIRECTORS—1929

George F. Morgan, 70 Thomas St., New York, N. Y.; F. C. Reynolds, 70 Thomas St., New York, N. Y.; John F. Schenck, Sr., Lawndale, N. C.; Hal E. Schenck, Lawndale, N. C.; John F. Schenck, Shelby, N. C.

## HISTORY

Organized January 10, 1888, under the Laws of North Carolina.

## PROPERTY OPERATED

	1928	1929
Lawndale, N. C. to Shelby, N. C. (miles).....	11.05	11.05

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	6,465.52	6,465.52
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	79,664.71	78,816.13
Cost of road, per mile.....	8,584.47	8,600.88
Cost of equipment.....		
Cost of equipment, per mile.....		
Cost of road and equipment, per mile.....		
Operating revenue.....	21,534.19	23,462.14
Operating expenses (Interest on bonds not included).....	19,415.13	23,255.36
Net operating revenue.....	2,119.06	419.62
Operating revenue, per mile.....	1,948.79	2,123.27
Operating expenses, per mile.....	1,757.03	2,104.55
Total freight revenue.....	21,534.19	23,462.14
Total passenger train service revenue.....		
Freight revenue, per mile.....	1,948.79	2,123.27
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....		
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	473.30	499.07

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 3-3; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-1; Carpenters, 2-2; Section foremen, 1-1; Other trackmen, 4-4. Total, 19-19.



## LINVILLE RIVER RAILWAY COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	Edgar P. Earle.....	Johnson City, Tenn.
Vice-President and Treasurer.....	J. E. Vance.....	Johnson City, Tenn.
Secretary.....	H. Prosser.....	Johnson City, Tenn.

## DIRECTORS—1929

Edgar P. Earle, Philadelphia, Pa.; Ario Pardee, Philadelphia, Pa.; Henry Lewis, Philadelphia, Pa.; A. G. B. Steel, Philadelphia, Pa.; H. W. Warden, Jr., Philadelphia, Pa.; J. E. Vance, Johnson City, Tenn.; J. H. Epps, Jonesboro, Tenn.; D. W. Mackie, Cranberry, N. C.

## HISTORY

Organized August 29, 1899, under the Laws of North Carolina; General Laws.

## PROPERTY OPERATED

	1928	1929
Cranberry, N. C. to Pineola, N. C. (miles).....	34.79	34.79
Montezuma, N. C. to Boon, N. C. ....		

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 450,000.00	\$ 450,000.00
Capital stock, per mile.....	12,934.75	12,934.75
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	532,424.95	532,316.20
Cost of road, per mile.....	15,303.96	15,300.83
Cost of equipment.....	85,780.48	86,174.26
Cost of equipment, per mile.....	2,465.67	2,476.98
Cost of road and equipment, per mile.....	17,769.63	17,777.82
Operating revenue.....	87,777.92	79,149.54
Operating expenses (Interest on bonds not included).....	67,748.60	63,039.59
Net operating revenue.....	20,029.32	16,109.95
Operating revenue, per mile.....	2,523.07	2,275.06
Operating expenses, per mile.....	1,947.35	1,812.00
Total freight revenue.....	74,084.43	58,263.08
Total passenger train service revenue.....	12,842.16	20,183.92
Freight revenue, per mile.....	2,129.47	1,674.70
Total number passengers carried earning revenue.....	22,052	17,086
Passenger service train revenue, per mile.....	369.13	580.16
Revenue from other sources.....	3,296.82	702.54
Average receipts per passenger-mile.....	.03703	.03525
Taxes paid, North Carolina.....	6,930.61	5,996.97

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 2-2; Office clerks, 1-1; Station agents, 5-5; Machinists, 1-1; Carpenters, 1-1; Other Shopmen, 1-0; Section foremen, 4-4; Other trackmen, 16-14; Other employees, 2-2. Total, 33-30.

## LOUISVILLE AND NASHVILLE RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	W. R. Cole.....	Louisville, Ky.
Executive Vice-President.....	G. E. Evans.....	Louisville, Ky.
General Manager.....	T. E. Brooks.....	Louisville, Ky.
Secretary.....	J. C. Michael.....	Louisville, Ky.
Treasurer.....	E. S. Locke.....	Louisville, Ky.
Comptroller.....	A. J. Pharr.....	Louisville, Ky.
General Solicitor.....	W. A. Northeutt.....	Louisville, Ky.

## DIRECTORS—1929

F. B. Adams, New York, N. Y.; Lyman Delano, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.; James B. Brown, Louisville, Ky.; George C. Jankins, Baltimore, Md.; J. J. Nelligan, Baltimore, Md.; Edward W. Sheldon, New York, N. Y.; Frederick W. Scott, Richmond, Va.; Henry Walters, New York, N. Y.; \*John I. Waterbury, New York, N. Y.; E. L. Smithers, New York, N. Y.; W. R. Cole, Louisville, Ky.; E. S. Jonette, Louisville, Ky.

\*1929—Waterbury succeeded by H. L. Borden, New York, N. Y.

## HISTORY

Organized March 5, 1850, under the Laws of Kentucky. Acts of Kentucky Legislature, approved March 5, 1850 (Acts 1849-50, page 427, and numerous amendments.

## ROAD OPERATED—ENTIRE LINE—1928-1929

	Road	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—L. & N. Main line.....	*3,260.77	*470.26	*292.14	*1,582.17	*5,605.34
Owned—L. & N. Branch lines.....	†1,242.86	37.10	†248.08	†223.36	†1,751.40
Proprietary.....	227.93	7.27	22.57	75.36	333.13
Leased.....	150.04	22.52	11.24	39.20	233.00
Contract.....	37.91	-----	.63	4.37	42.91
Trackage rights.....	139.39	21.64	82.14	220.01	463.18
Total.....	5,068.90	558.79	656.80	2,144.47	8,428.96
*Jointly owned.....	.38	.41	10.92	9.68	21.39
†Jointly owned.....	.10	-----	.08	3.45	3.63
Length of road owned.....	4,987.49	-----	-----	-----	-----
1929					
Owned—L. & N. Main line.....	*3,262.69	*472.75	*289.48	*1,604.09	*5,629.01
Owned—L. & N. Branch lines.....	†1,242.01	37.10	†234.33	†220.41	†1,738.85
Proprietary.....	228.45	9.75	21.46	75.95	335.61
Leased.....	340.97	22.52	21.44	93.41	478.34
Contract.....	37.89	-----	.82	4.54	43.25
Trackage rights.....	138.04	22.21	81.78	227.16	469.19
Total.....	5,250.05	564.33	649.31	2,225.56	8,689.25
*Jointly owned.....	1.70	.41	12.62	8.29	23.02
†Jointly owned.....	.34	-----	.08	3.62	4.04
Length of road owned.....	4,987.98	-----	-----	-----	-----

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## CAPITAL STOCK, ETC.—ENTIRE LINE

	1928	1929
Capital stock.....	\$117,000,000.00	\$117,000,000.00
Capital stock, per mile.....	23,458.69	23,456.38
Funded debt.....	236,921,620.00	234,659,720.00
Funded debt, per mile.....	47,503.17	47,045.04
Cost of road.....	291,810,384.45	298,197,097.21
Cost of road, per mile.....	58,508.46	59,783.13
Cost of equipment.....	145,439,754.64	150,553,053.14
Cost of equipment, per mile.....	29,160.91	30,183.17
Operating revenue.....	135,638,457.88	132,055,983.32
Operating expenses.....	106,231,041.45	104,546,674.23
Net operating revenue.....	29,407,416.43	27,509,309.09
Operating revenue, per mile.....	26,722.52	25,512.49
Operating expenses, per mile.....	20,928.88	20,197.85
Total freight revenue.....	110,018,879.68	107,640,549.39
Total passenger train service revenue.....	22,831,840.75	21,402,929.72
Freight revenue, per mile.....	21,675.14	20,795.57
Passenger service train revenue, per mile.....	4,498.17	4,134.93
Total number passengers carried earning revenue.....	7,418,093	6,200,214
Average receipts per passenger-mile.....	.03257	.03207
Taxes paid.....	7,605,175.65	7,566,457.15
Net income.....	14,323,219.95	13,726,542.34

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 268; Professional, clerical and general, 6,531; Maintenance of way and structures, 12,065; Maintenance of equipment and stores, 15,529; Transportation (other than train, engine and yard), 4,287; Transportation (yardmasters, switchtenders and hostlers), 536; Transportation (train and engine service), 8,261. Total, 47,477.

Employees (1929): Number—Executives, officials and staff assistants, 270; Professional, clerical and general, 6,366; Maintenance of way and structures, 12,033; Maintenance of equipment and stores, 15,092; Transportation (other than train, engine and yard), 4,137; Transportation (yardmasters, switchtenders, hostlers), 520; Transportation (train and engine service), 8,093. Total, 46,511.

## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Road	Industrial Tracks	Yard Tracks Sidings	Total
Owned—L. & N. Main line.....	13.20	.16	1.23	14.59
1929				
Owned—L. & N. Main line.....	13.19	.17	1.24	14.60

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 309,654.70	\$ 309,389.62
Capital stock, per mile.....	23,458.69	23,456.38
*Funded debt.....	627,041.84	620,524.07
Funded debt, per mile.....	47,503.17	47,045.04
*Cost of road.....	772,311.67	788,539.48
Cost of road, per mile.....	58,508.46	59,783.13
*Cost of equipment.....	384,924.01	398,116.01
Cost of equipment, per mile.....	29,160.91	30,183.17
Operating revenue.....	48,354.31	47,450.20
Operating expenses.....	79,142.46	67,575.48
Net operating revenue (Deficit).....	30,788.15	20,125.28
Operating revenue, per mile.....	3,663.21	3,597.44
Operating expenses, per mile.....	5,995.64	5,123.24
Total freight revenue.....	37,234.28	36,508.97
Total passenger train service revenue.....	8,752.86	8,479.43
Freight revenue, per mile.....	2,830.78	2,767.93
Passenger service train revenue, per mile.....	663.10	642.67
Total number passengers carried earning revenue.....	18,338	16,591
Average receipts per passenger-mile.....	.03128	.03617
Taxes paid.....	9,004.83	9,283.05

\*Estimated on mileage basis.



# MAXTON, ALMA AND SOUTHBOUND RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	H. A. McKinnon.....	Maxton, N. C.
General Manager or Superintendent.....	C. Lane.....	Rowland, N. C.
Secretary.....	C. J. Cottingham.....	Alma, N. C.
Treasurer.....	A. J. McKinnon.....	Maxton, N. C.
Traffic Manager.....	C. Lane.....	Rowland, N. C.

## DIRECTORS—1929

H. A. McKinnon, Maxton, N. C.; A. J. McKinnon, Maxton, N. C.; C. J. Cottingham, Alma, N. C.; R. L. McLeod, Maxton, N. C.; G. M. Pate, Rowland, N. C.; J. W. Ward, Rowland, N. C.; L. Z. Hedgepeth, Rowland, N. C.; T. W. Brake, Rowland, N. C.

## HISTORY

Organized May 1911, under the Laws of North Carolina; Private Laws of North Carolina Session 1911, Chapter 86, pages 199 to 208, inclusive.

## PROPERTY OPERATED

	1928	1929
Alma, N. C. to Rowland, N. C. (miles).....	15.15	15.15

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Capital stock, per mile.....	4,950.50	4,950.00
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	120,258.77	118,830.30
Cost of road, per mile.....	7,937.88	7,843.58
Cost of equipment.....	29,812.29	30,099.20
Cost of equipment, per mile.....	1,967.80	1,986.73
Cost of road and equipment, per mile.....	9,905.68	9,830.33
Operating revenue.....	20,962.05	18,717.36
Operating expenses (Interest on bonds not included).....	16,450.71	16,778.98
Net operating revenue.....	4,511.34	1,936.38
Operating revenue, per mile.....	1,383.64	1,235.47
Operating expenses, per mile.....	1,085.85	1,107.52
Total freight revenue.....	18,924.73	14,077.01
Total passenger train service revenue.....	1,658.32	4,333.15
Freight revenue, per mile.....	1,249.15	929.17
Total number passengers carried earning revenue.....	881	821
Passenger service train revenue, per mile.....	109.46	286.02
Revenue from other sources.....	379.00	307.20
Average receipts per passenger-mile.....	.037	.037
Taxes paid, North Carolina.....	200.88	202.41

\*Five of the General Officers serve without compensation.

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 6-6\*; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 0-1; Section foremen, 1-1; Other trackmen, 3-4. Total, 16-18.

**MOORE CENTRAL RAILWAY COMPANY****OFFICES—1929**

Title	Name	Official Address
President.....	Geo. H. Ross.....	Raleigh, N. C.
Superintendent.....	M. H. Birkhead.....	Asheboro, N. C.
Secretary and Treasurer.....	Arthur Ross.....	Asheboro, N. C.

**DIRECTORS—1929**

George R. Ross, Raleigh, N. C.; J. M. Neely, Asheboro, N. C.; J. M. Brown, Hemp, N. C.; Arthur Ross, Asheboro, N. C.

**HISTORY**

Organized October 12, 1924, under the Laws of North Carolina; Section 1223, Consolidated Statutes of North Carolina.

**PROPERTY OPERATED**

	1928	1929
Carthage, N. C. to McConnell, N. C. (Not operated).....	10.107	10.107
Cameron, N. C. to Carthage, N. C. (Operated).....	11.197	11.197
Total.....		23.304

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Capital stock, per mile.....	3,520.46	3,520.46
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	40,065.70	40,065.70
Cost of road, per mile.....	1,880.66	1,880.66
Cost of equipment.....	4,564.75	4,564.75
Cost of equipment, per mile.....	214.26	214.26
Cost of road and equipment, per mile.....	2,094.93	2,094.93
Operating revenue.....	29,802.24	27,232.85
Operating expenses (Interest on bonds not included).....	29,267.71	26,569.22
Net operating revenue.....	534.53	663.63
Operating revenue, per mile.....	2,661.62	2,694.45
Operating expenses, per mile.....	2,613.89	2,628.79
Total freight revenue.....	26,827.00	24,483.94
Total passenger train service revenue.....	48.65	32.42
Freight revenue, per mile.....	2,395.90	2,422.47
Total number passengers carried earning revenue.....	177	123
Passenger service train revenue, per mile.....	.274	.320
Revenue from other sources.....	2,926.59	2,716.49
Average receipts per passenger-mile.....	.25	.26
Taxes paid, North Carolina.....	528.13	580.63

**NUMBER OF EMPLOYEES**

Employees: Number—General officers, 5-5; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Telegraph operators, 0-1; Section foremen, 1-1; Other trackmen, 4-4. Total, 18-18.



PIEDMONT AND NORTHERN RAILWAY COMPANY

OFFICERS—1929

Title	Name	Official Address
President.....	W. S. Lee.....	Mercantile Bldg., Charlotte, N. C.
Vice-President.....	N. A. Cocke.....	Mercantile Bldg., Charlotte, N. C.
Vice-President.....	E. Thomason.....	Mercantile Bldg., Charlotte, N. C.
Secretary.....	J. C. McGowan.....	Mercantile Bldg., Charlotte, N. C.
Treasurer.....	N. A. Cocke.....	Mercantile Bldg., Charlotte, N. C.
General Solicitor.....	W. S. O'B. Robinson, Jr.....	Mercantile Bldg., Charlotte, N. C.
Auditor.....	E. B. Hardin.....	Mercantile Bldg., Charlotte, N. C.
General Manager.....	E. Thomason.....	Mercantile Bldg., Charlotte, N. C.
Superintendent Motive Power.....	A. D. Frye.....	Greenville, S. C.
Traffic Manager.....	J. S. Cureton.....	Greenville, S. C.

DIRECTORS—1929

G. G. Allen, 535 Fifth Ave., New York, N. Y.; W. S. Lee, Charlotte, N. C.; John T. Collins, Jr., Philadelphia, Pa.; S. W. Cramer, Charlotte, N. C.; C. A. Canon, Concord, N. C.; W. S. Montgomery, Spartanburg, S. C.; V. M. Montgomery, Spartanburg, S. C.; A. W. Smith, Greenville, S. C.; John A. Law, Spartanburg, S. C.; C. E. Hutchison, Mount Holly, N. C.; E. A. Smythe, Greenville, S. C.; W. E. Beattie, Greenville, S. C.; B. B. Gossett, Charlotte, N. C.; J. T. Woodside, Greenville, S. C.; J. P. Gossett, Wiliamston, S. C.; L. D. Blake, Belton, S. C.; J. C. Self, Greenwood, S. C.; E. F. Green, Boston, Mass.; J. W. Arrington, Greenville, S. C.; A. F. McKissich, Greenville, S. C.; B. E. Geer, Greenville, S. C.; J. H. Separk, Gastonia, N. C.; C. C. Armstrong, Gastonia, N. C.

1929—R. E. Ligon, Anderson, S. C.; E. Thomason, Charlotte, N. C.; H. A. Ligon, Spartanburg, S. C.; Irving Southworth, Lawrence, Mass., added. W. S. Montgomery and E. F. Green, retired.

HISTORY

Date of organization, November 17, 1913. Greenville, Spartanburg and Anderson Railway Company, chartered under chapter L of the Code of Laws of South Carolina, 1902. March 10, 1910, amended May 9, 1911, and February 20, 1910.

Piedmont Traction Company, chartered under the Laws of North Carolina, Revisal of 1905, amended February 9, 1914.

The properties of the above-named companies were purchased by the Piedmont and Northern Railway Company, in accordance with a resolution of the stockholders of the Piedmont Traction Company, April 25, 1914, and of the Greenville, Spartanburg and Anderson Railway Company, April 24, 1914, and of the Piedmont and Northern Railway Company, May 18, 1914.

## ROAD OPERATED—ENTIRE LINE—1928-1929

1928	Road	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—P. & N. Main line.....	113.40	3.70	32.24	.41	149.75
Owned—P. & N. Branch lines.....	46.96	-----	2.91	-----	49.87
Trackage rights.....	14.82	-----	-----	-----	14.82
Total.....	175.18	3.70	35.15	.41	214.44
1929					
Owned—P. & N. Main line.....	113.40	3.70	34.33	.48	151.91
Owned—P. & N. Branch lines.....	46.93	-----	2.91	-----	49.84
Trackage rights.....	14.69	-----	-----	-----	14.69
Total.....	175.02	3.70	37.24	.48	216.44

## CAPITAL STOCK, ETC—ENTIRE LINE

	1928	1929
Capital stock.....	\$ 8,584,600.00	\$ 8,584,600.00
Capital stock, per mile.....	53,533.30	53,543.31
Funded debt.....	6,280,000.00	6,276,200.00
Funded debt, per mile.....	39,161.88	39,145.51
Cost of road and equipment.....	16,427,005.25	16,731,484.79
Cost of road and equipment, per mile.....	102,412.75	104,356.54
Operating revenue.....	2,462,381.32	2,576,977.14
Operating expenses.....	1,477,029.40	1,581,285.44
Net operating revenue.....	985,351.92	995,691.70
Operating revenue, per mile.....	15,355.33	16,072.95
Operating expenses, per mile.....	9,210.71	9,862.69
Total freight revenue.....	2,185,110.36	2,317,528.77
Total passenger train service revenue.....	147,971.53	122,561.93
Freight revenue, per mile.....	13,626.29	14,454.74
Passenger service train revenue, per mile.....	922.74	764.43
Total number passengers carried earning revenue.....	270,137	196,093
Average receipts per passenger-mile.....	-----	-----
Taxes paid.....	234,342.06	219,712.41
Net income.....	601,402.06	656,195.58

## NUMBER OF EMPLOYEES

Employees (1928): Number—Executives, officials and staff assistants, 10; Professional, clerical and general, 66; Maintenance of way and structures, 181; Maintenance of equipment and stores, 71; Power, 17; Transportation, 235. Total, 580.

Employees (1929): Number—Executives, officials and staff assistants, 10; Professional, clerical and general, 71; Maintenance of way and structures, 160; Maintenance of equipment and stores, 71; Power, 16; Transportation, 228. Total, 556.



## ROAD OPERATED IN NORTH CAROLINA—1928-1929

1928	Road	Second Main Track	Industrial Tracks	Yard Tracks Sidings	Total
Owned—P. & N. Main line.....	23.50	3.70	9.93	.19	37.32
Owned—P. & N. Branch lines.....	17.35		1.23		18.58
Trackage rights.....	4.78				4.78
Total.....	45.63	3.70	11.16	.19	60.68
1929					
Owned—P. & N. Main line.....	23.50	3.70	11.79	.26	39.25
Owned—P. & N. Branch lines.....	17.35		1.23		18.58
Trackage rights.....	4.78				4.78
Total.....	45.63	3.70	13.02	.26	62.61

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 2,186,835.30	\$ 2,187,243.20
Capital stock, per mile.....	53,533.30	53,543.21
*Funded debt.....	1,599,762.80	1,599,088.07
Funded debt, per mile.....	39,161.88	39,145.51
Cost of road and equipment.....	4,183,560.83	4,262,964.65
Cost of road and equipment, per mile.....	102,412.75	104,356.54
Cost of equipment.....		
Cost of equipment, per mile.....		
*Operating revenue.....	627,265.23	656,580.00
Operating expenses.....	376,257.50	402,890.88
*Net operating revenue.....	251,007.73	253,689.12
Operating revenue, per mile.....	15,355.33	16,072.95
Operating expenses, per mile.....	9,210.71	9,862.69
*Total freight revenue.....	556,633.94	590,466.12
*Total passenger train service revenue.....	37,693.92	31,226.96
Freight revenue, per mile.....	13,626.29	14,454.74
Passenger service train revenue, per mile.....	922.74	764.43
*Total number passengers carried earning revenue.....	68,791	49,961
Average receipts per passenger-mile.....		
Taxes, paid.....	32,777.25	34,799.73

\*Estimated on mileage basis.

# THE PIGEON RIVER RAILWAY COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	E. A. Oblinger.....	New York, N. Y.
General Manager or Superintendent.....	J. A. Sisk.....	Cherokee, N. C.
Secretary.....	J. F. Plank.....	New York, N. Y.
Asst. Sec'y-Treasurer.....	D. C. Williamson.....	New York, N. Y.

## DIRECTORS—1929

E. A. Oblinger, New York, N. Y.; E. M. Evans, New York, N. Y.; J. F. Plank, New York, N. Y.; D. C. Williamson, New York, N. Y.; K. F. Wenz, Canton, N. C.; L. N. Davis, Waynesville, N. C.

## HISTORY

Organized November 2, 1906, under the Laws of North Carolina.

## PROPERTY OPERATED

	1928	1929
West Canton, N. C. to Sunburst, N. C. (miles).....	11.87	11.87

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 40,000.00	\$ 40,000.00
Capital stock, per mile.....	3,369.93	3,333.33
Funded debt.....	77,000.00	77,000.00
Funded debt, per mile.....	6,495.35	6,416.66
Cost of road.....	252,691.48	252,691.48
Cost of road, per mile.....	21,288.22	21,057.62
Cost of equipment.....	5,000.00	5,000.00
Cost of equipment, per mile.....	421.23	416.66
Cost of road and equipment, per mile.....	21,709.45	21,473.28
Operating revenue.....	21,747.78	23,594.90
Operating expenses (Interest on bonds not included).....	27,883.86	22,479.48
Net operating revenue.....	*6,136.08	1,115.58
Operating revenue, per mile.....	*516.94	1,966.24
Operating expenses, per mile.....	2,349.10	1,873.29
Total freight revenue.....	20,752.53	22,232.69
Total passenger train service revenue.....	549.51	389.70
Freight revenue, per mile.....	1,749.31	1,852.72
Total number passengers carried earning revenue.....	1,783	1,433
Passenger service train revenue, per mile.....	-----	32.93
Revenue from other sources.....	1,002.72	-----
Average receipts per passenger-mile.....	.032	-----
Taxes paid, North Carolina.....	633.96	822.68

\*Deficit.

## NUMBER OF EMPLOYEES

Employees: Number—General Officers, 3-4; Office clerks, 1-1; Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Section Foremen, 1-1; Other trackmen, 4-4; Other employees, 13-1. Total, 15.



## RALEIGH AND CHARLESTON RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President .....	L. R. Powell, Jr. ....	Norfolk, Va.
Superintendent .....	C. Lane .....	Marion, S. C.
Treasurer and Assistant Secretary .....	T. W. Mathews .....	Norfolk, Va.
Comptroller .....	R. P. Jones .....	Norfolk, Va.

## DIRECTORS—1929

Charles Adamson, Cedartown, Ga.; K. M. Biggs, Lumberton, N. C.; C. R. Capps, Norfolk, Va.; A. P. McAllister, Lumberton, N. C.; Robt. L. Nutt, New York, N. Y.; L. R. Powell, Jr., Norfolk, Va.; R. S. Small, Charleston, S. C.; W. Stackhouse, Marion, S. C.; D. Q. Towles, Meggetts, S. C.

## HISTORY

Chartered December 5, 1905, under the Laws of South Carolina, and organized under Act of General Assembly of that State, entitled, "An Act to provide for the formation of Railroad, Steamboat, Street Railway and Canal Companies and to define the powers thereof, and provides a mode for amending the Charters thereof," approved February 28, 1899 and any Act or Acts amendatory thereof, acquired by Deed dated February 1, 1906, from Henry P. Vaux, the purchaser thereof in foreclosure proceedings in the Circuit Court of the United States, for the Eastern District of North Carolina, the properties of the Carolina Northern Railroad Company, incorporated under Act of General Assembly of North Carolina, constituting Chapter 88 of Private Laws of 1899 and become domesticated in South Carolina.

## PROPERTY OPERATED

	1928	1929
Marion, N. C. to Lumberton, N. C. (miles) .....	21.24	42.58

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 574,500.00	\$ 574,500.00
Capital stock, per mile.....	13,492.25	13,492.25
Funded debt.....	550,000.00	550,000.00
Funded debt, per mile.....	12,916.86	12,916.86
Cost of road.....	1,104,151.52	1,109,288.96
Cost of road, per mile.....	25,931.22	26,051.88
Cost of equipment.....	18,352.53	18,277.53
Cost of equipment, per mile.....	431.01	429.25
Cost of road and equipment, per mile.....	26,362.24	26,481.13
Operating revenue.....	109,776.10	112,575.63
Operating expenses (Interest on bonds not included).....	107,284.32	102,748.87
Net operating revenue.....	2,491.78	9,826.76
Operating revenue, per mile.....	2,578.11	2,643.86
Operating expenses, per mile.....	2,519.59	2,413.08
Total freight revenue.....	103,488.27	105,059.83
Total passenger train service revenue.....	5,440.25	6,453.73
Freight revenue, per mile.....	2,430.44	2,467.35
Total number passengers carried earning revenue.....	4,553	3,715
Passenger service train revenue, per mile.....	127.77	151.57
Revenue from other sources.....	847.58	1,062.07
Average receipts per passenger-mile.....	.036	.036
Taxes paid, North Carolina.....	4,749.96	4,247.79

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 1-1; Office clerks, 2-1; Station agents, 8-8; Other station men, 2-3; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 3-3; Carpenters, 5-4; Other shopmen, 2-2; Telegraph operators, 1-1; Section formen, 4-4; Other trackmen, 15-15; Other employees, 2-2. Total, 51-50.

## CAPITAL STOCK, ETC.

	1928	1929
*Capital stock.....	\$ 287,250.00	\$ 287,250.00
Capital stock, per mile.....	13,492.25	13,492.25
*Funded debt.....	275,000.00	275,000.00
Funded debt, per mile.....	12,916.86	12,916.86
*Cost of road.....	552,075.76	553,341.93
Cost of road, per mile.....	25,931.22	26,051.88
*Cost of equipment.....	9,176.27	9,117.27
Cost of equipment, per mile.....	431.01	429.25
*Operating revenue.....	54,888.05	56,287.81
*Operating expenses.....	53,642.16	51,374.43
*Net operating revenue.....	1,245.89	4,913.38
Operating revenue, per mile.....		
Operating expenses, per mile.....		
*Total freight revenue.....	51,744.13	52,529.91
*Total passenger train service revenue.....	2,720.12	3,226.86
Freight revenue, per mile.....		
Passenger service train revenue, per mile.....		
*Total number passengers carried earning revenue.....	2,271	1,857
*Average receipts per passenger-mile.....	.036	.036
Taxes paid.....	4,749.96	4,247.79

\*Estimated on mileage basis.



ROCKINGHAM RAILROAD COMPANY

OFFICERS—1929

Title	Name	Official Address
President.....	H. C. Wall.....	Rockingham, N. C.
General Manager.....	W. H. Newell, Jr.....	Rockingham, N. C.
Secretary and Treasurer.....	J. LeGrand Everett.....	Rockingham, N. C.

DIRECTORS—1929

D. W. Gross, Wilmington, N. C.; W. L. Parson, Rockingham, N. C.; John L. Everett, Rockingham, N. C.; H. C. Wall, Rockingham, N. C.; F. W. Leak, Rockingham, N. C.; J. LeGrand Everett, Rockingham, N. C.

HISTORY

Organized in 1910, under the Laws of North Carolina.

PROPERTY OPERATED

	1928	1929
Ledbetter, N. C. to Gibson, N. C. (miles).....	21.40	21.40

CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 72,000.00	\$ 72,000.00
Capital stock, per mile.....	3,364.48	3,364.48
Funded debt.....	250,000.00	250,000.00
Funded debt, per mile.....	11,682.24	11,682.24
Cost of road.....	329,515.24	325,966.95
Cost of road, per mile.....	15,397.90	15,222.10
Cost of equipment.....	18,863.04	18,863.04
Cost of equipment, per mile.....	881.45	881.45
Cost of road and equipment, per mile.....	16,279.35	16,113.55
Operating revenue.....	70,937.17	69,798.76
Operating expenses (Interest on bonds not included).....	49,990.35	43,231.37
Net operating revenue.....	20,946.82	26,516.69
Operating revenue, per mile.....	978.82	3,261.59
Operating expenses, per mile.....	2,335.99	2,022.49
Total freight revenue.....	70,791.45	69,528.06
Total passenger train service revenue.....	145.72	269.30
Freight revenue, per mile.....	3,308.01	3,261.59
Total number passengers carried earning revenue.....	65	292
Passenger service train revenue, per mile.....	6.81	12.58
Revenue from other sources.....	3,084.03	-----
Average receipts per passenger-mile.....	5-2	6.15
Taxes paid, North Carolina.....	-----	3,627.27

NUMBER OF EMPLOYEES

Employees: Number—General Officers, 3-3; Office clerks, 2-2; Station agents, 1-1; Other station men, 2-2; Enginemen, 2-1; Firemen, 0-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-0; Other shopmen, 2-1; Section foremen, 2-2; Other trackmen, 8-8; Other employees, 2-2. Total 28-26.

**TENNESSEE AND NORTH CAROLINA RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President and General Manager.....	C. Boice.....	Newport, Tenn.
General Vice-President.....	H. S. Mantooth.....	Newport, Tenn.
Treasurer.....	J. W. Bell.....	Abingdon, Va.
Secretary.....	F. W. Morehead.....	Hartford, Tenn.

**DIRECTORS—1929**

C. Boice, Newport, Tenn.; J. W. Bell, Abingdon, Va.; F. W. Morehead, Hartford, Tenn.; H. S. Mantooth, Newport, Tenn.; F. E. Alley, Waynesville, N. C.; D. L. Boyd, Waynesville, N. C.; W. R. Ellerson, Hayesville, N. C.

**HISTORY**

Organized June 28, 1920, under the Laws of Tennessee; North Carolina General Assembly Act March 6, 1902. General Laws of State of Tennessee.

**PROPERTY OPERATED**

	1928	1929
Newport, Tenn. to Crestmont, N. C. (miles) .....	2.00	19.75
Andrews, N. C. to Hayesville, N. C. (miles) .....	24.84	24.84
Knoxville, Tenn. to Sevierville, Tenn. (miles) .....	-----	27.80



# TENNESSEE AND NORTH CAROLINA RAILWAY COMPANY 369

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 250,000.00	\$ 250,000.00
Capital stock, per mile.....	5,610.00	5,606.64
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	338,641.19	430,803.36
Cost of road, per mile.....	7,641.50	9,661.44
Cost of equipment.....	37,493.68	44,222.27
Cost of equipment, per mile.....	840.00	991.76
Cost of road and equipment, per mile.....	8,481.50	10,653.20
Operating revenue.....	231,800.00	244,319.86
Operating expenses (Interest on bonds not included).....	162,431.00	162,470.06
Net operating revenue.....	69,368.00	81,849.80
Operating revenue, per mile.....	5,192.50	5,479.00
Operating expenses, per mile.....	3,643.00	3,643.64
Total freight revenue.....	187,779.96	199,094.79
Total passenger train service revenue.....	33,895.13	28,064.63
Freight revenue, per mile.....	4,211.00	4,442.00
Total number passengers carried earning revenue.....	714.55	654.00
Passenger service train revenue, per mile.....	681.30	629.00
Revenue from other sources.....	10,125.00	17,160.44
Average receipts per passenger-mile.....	.04-710	.04-¾
Taxes paid, North Carolina.....	2,369.68	2,820.46

## NUMBER OF EMPLOYEES

Employees: Number—General Officers, 4-5; Office clerks, 2-1; Station agents, 7-6; Enginemen, 6-5; Firemen, 3-3; Conductors, 4-4; Other trainmen, 4-3; Machinists, 0-2; Other shopmen, 3-2½; Section foremen, 8-9; Other trackmen, 48-56; Other employees, 0-1. Total, 89-97½.

## CAPITAL STOCK, ETC.—NORTH CAROLINA

	1928	1929
*Capital stock.....	\$ 150,572.40	\$ 150,482.21
Capital stock, per mile.....	5,610.00	5,606.64
*Funded debt.....		
Funded debt, per mile.....		
*Cost of road.....	205,097.86	259,313.04
Cost of road, per mile.....	7,641.50	9,661.44
*Cost of equipment.....	22,545.60	26,618.83
Cost of equipment, per mile.....	840.00	991.76
*Operating revenue.....	139,080.00	146,591.91
*Operating expenses.....	97,458.60	97,482.03
*Net operating revenue.....	41,621.40	49,109.88
Operating revenue, per mile.....		
Operating expenses, per mile.....		
*Total freight revenue.....	112,667.97	119,456.87
*Total passenger train service revenue.....	20,337.07	16,838.77
Freight revenue, per mile.....		
Passenger service train revenue, per mile.....		
Total number passengers carried earning revenue.....	428	392
Average receipts per passenger-mile.....	.0475	.0475
Taxes paid.....	2,369.68	2,820.46

\*Estimated on mileage basis.

**THE TOWNVILLE RAILROAD COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	J. R. Paschal.....	Wise, N. C.
General Manager or Superintendent.....	S. R. Adams.....	Townsville, N. C.
Secretary and Treasurer.....	R. B. Taylor.....	Townsville, N. C.
Traffic Manager.....	W. J. Tally.....	Townsville, N. C.

**DIRECTORS—1929**

J. R. Paschal, Wise, N. C.; J. A. Boyd, Townsville, N. C.; S. R. Adams, Townsville, N. C.; C. S. Taylor, Townsville, N. C.; J. E. Kimball, Townsville, N. C.; R. B. Taylor, Townsville, N. C.; E. M. Sharpe, Townsend, Ga.

**HISTORY**

Organized July 2, 1919, under Laws of North Carolina; Revisal of 1905, Section 2548.

**PROPERTY OPERATED**

	1928	1929
Manson, N. C. to Townsville, N. C. (miles).....	10.50	10.35

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 240,000.00	\$ 240,000.00
Capital stock, per mile.....	22,857.10	22,857.14
Funded debt.....	22,500.00	22,500.00
Funded debt, per mile.....	2,142.85	1,071.43
Cost of road.....	176,169.50	197,495.14
Cost of road, per mile.....	16,778.00	14,047.16
Cost of equipment.....	16,253.95	16,129.87
Cost of equipment, per mile.....	1,543.24	1,536.18
Cost of road and equipment, per mile.....	18,321.24	15,583.34
Operating revenue.....	15,558.91	15,616.23
Operating expenses (Interest on bonds not included).....	15,989.42	50,211.11
Net operating revenue.....		*34,594.86
Operating revenue, per mile.....	1,481.80	*3,289.99
Operating expenses, per mile.....	1,522.32	4,782.01
Total freight revenue.....	15,267.27	14,604.28
Total passenger train service revenue.....		
Freight revenue, per mile.....	1,454.02	1,390.88
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....	291.64	
Revenue from other sources.....		1,011.95
Average receipts per passenger-mile.....	838.13	
Taxes paid, North Carolina.....		1,112.48

\*Deficit. The unusual loss caused by charge-off items over a period of years account Roadway and Equipment retirements properly chargeable to operating accounts.

**NUMBER OF EMPLOYEES**

Employees: Number—General officers, 4-4; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 3-3. Total, 14-14.



**TUCKASEEGEE AND SOUTHEASTERN RAILWAY COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	Joseph Keys.....	Washington, D. C.
General Manager.....	James E. Walker.....	East LaPorte, N. C.
Secretary and Treasurer.....	N. M. Davison.....	East LaPorte, N. C.
Traffic Manager.....	James E. Walker.....	East LaPorte, N. C.

**DIRECTORS—1929**

Joseph Keys, Washington, D. C.; F. W. Shields, Bluefield, W. Va.; V. R. Rieley, East LaPorte, N. C.; James E. Walker, East LaPorte, N. C.; M. L. Harrison, East Radford, Va.; N. M. Davison, East LaPorte, N. C.

**HISTORY**

Organized June 7, 1922, under the Laws of North Carolina; Consolidated Statutes of North Carolina, Chapter 33-66.

**PROPERTY OPERATED**

	1928	1929
Sylva, N. C. to East LaPorte, N. C. (miles).....	12.26	12.26

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 300,000.00	\$ 300,000.00
Capital stock, per mile.....	24,469.82	24,469.82
Funded debt.....	15,000.00	15,000.00
Funded debt, per mile.....	1,223.49	1,223.49
Cost of road.....	348,207.27	348,207.27
Cost of road, per mile.....	28,401.89	28,401.89
Cost of equipment.....	46,189.47	36,562.87
Cost of equipment, per mile.....	3,767.49	2,982.29
Cost of road and equipment, per mile.....	32,168.38	31,384.18
Operating revenue.....	112,052.69	97,311.16
Operating expenses (Interest on bonds not included).....	101,318.50	88,717.47
Net operating revenue.....	10,734.19	8,593.69
Operating revenue, per mile.....	9,139.69	7,937.29
Operating expenses, per mile.....	8,264.15	7,236.34
Total freight revenue.....	112,052.69	97,311.17
Total passenger train service revenue.....		
Freight revenue, per mile.....	9,139.69	7,937.29
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....		
Average receipts per passenger-mile.....		
Taxes paid, North Carolina.....	556.35	437.51

**NUMBER OF EMPLOYEES**

Employees: Number—General officers, 5-4; Office clerks, 1-1; Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-1; Other shopmen, 5-5; Section foremen, 2-2; Other trackmen, 11-12. Total, 31-31.

## VIRGINIA &amp; CAROLINA SOUTHERN RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	A. T. McLean.....	Lumberton, N. C.
First Vice-President and Secretary.....	H. B. Jennings.....	Lumberton, N. C.
Vice-President in charge of traffic operation and accounts.....	J. Q. Beckwith.....	Lumberton, N. C.

## DIRECTORS—1929

A. T. McLean, H. B. Jennings, F. P. Gray, A. W. McLean, A. E. White, S. F. Caldwell, L. H. Caldwell, J. D. McLean, all of Lumberton, North Carolina.

## HISTORY

Organized January 11, 1907, under the Laws of North Carolina; Private Acts 1903, Chapter 203, Private Acts 1907, Chapter 67.

## PROPERTY OPERATED

	1928	1929
Hope Mills, N. C. to Lumberton, N. C. (miles) }-----	52.96	52.96
St. Paul, N. C. to Elizabethtown, N. C. (miles) }		

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 141,000.00	\$ 141,000.00
Capital stoc, per mile.....	2,662.38	2,662.00
Funded debt.....	524,000.00	524,000.00
Funded debt, per mile.....	9,894.25	9,894.00
Cost of road.....	669,689.46	669,591.00
Cost of road, per mile.....	12,644.51	12,643.00
Cost of equipment.....	69,458.57	72,081.00
Cost of equipment, per mile.....	1,311.53	1,361.00
Cost of road and equipment, per mile.....	13,956.72	14,004.00
Operating revenue.....	178,495.41	117,047.00
Operating expenses (Interest on bonds not included).....	137,724.55	137,612.00
Net operating revenue.....	40,770.86	39,435.00
Operating revenue, per mile.....	3,370.37	3,343.00
Operating expenses, per mile.....	2,600.55	2,600.00
Total freight revenue.....	161,951.00	151,551.00
Total passenger train service revenue.....	13,107.76	22,644.00
Freight revenue, per mile.....	3,057.99	2,841.00
Total number passengers carried earning revenue.....	10,324.00	8,291.00
Passenger service train revenue, per mile.....	247.51	436.00
Revenue from other sources.....	3,436.00	2,852.00
Average receipts per passenger-mile.....	.036	.039
Taxes paid, North Carolina.....	12,556.64	11,231.00

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 5-5; Office clerks, 4-4; Station agents, 4-4; Other station men, 6-6; Enginemen, 2-2; Firemen, 2-2; Conductors, 4-4; Other trainmen, 5-5; Machinists, 2-2; Section foremen, 7-7; Other trackmen, 30-30; Other employees, 2-2. Total, 73-73.



## WARRENTON RAILROAD COMPANY

## OFFICERS—1929

Title	Name	Official Address
President and General Manager.....	J. M. Gardner.....	Warrenton, N. C.
Secretary and Treasurer.....	C. R. Rodwell.....	Warrenton, N. C.
Traffic Manager.....	A. C. Blalock.....	Warrenton, N. C.

## DIRECTORS—1929

W. G. Rogers, C. E. Jackson, M. R. Burwell, R. T. Watson, H. A. Moseley, C. R. Rodwell, all of Warrenton, N. C.

## HISTORY

Organized April 21, 1876, under the Laws of North Carolina; Battle's Revisal.

## PROPERTY OPERATED

	1928	1929
Warrenton, N. C. to Warren Plains, N. C. (miles).....	3.00	3.00

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 66,000.00	\$ 66,000.00
Capital stock, per mile.....	22,000.00	22,000.00
Funded debt.....		
Funded debt, per mile.....		54,279.00
Cost of road.....	54,273.47	18,093.00
Cost of road, per mile.....	18,091.16	13,465.00
Cost of equipment.....	13,465.52	4,488.00
Cost of equipment, per mile.....	4,488.50	22,582.00
Cost of road and equipment, per mile.....	22,579.66	49,597.00
Operating revenue.....	51,499.93	33,521.00
Operating expenses (Interest on bonds not included).....	38,457.95	16,076.00
Net operating revenue.....	13,041.98	16,527.00
Operating revenue, per mile.....	17,166.64	5,358.00
Operating expenses, per mile.....	12,819.32	48,125.00
Total freight revenue.....	50,237.98	1,091.00
Total passenger train service revenue.....	1,261.95	16,042.00
Freight revenue, per mile.....	16,746.00	
Total number passengers carried earning revenue.....		364.00
Passenger service train revenue, per mile.....	420.65	782.00
Revenue from other sources.....	360.00	
Average receipts per passenger-mile.....		2,494.29
Taxes paid, North Carolina.....	2,391.55	

## NUMBER OF EMPLOYEES

Employees: Number—General officers, 4-3; Office clerks, 3-3; Station agents, 1-1; Other station men, 2-2; Enginemen, 1-1; Firemen, 1-1; Other trainmen, 2-2. Total, 13-13.

**WASHINGTON AND VENDEMERE RAILROAD COMPANY****OFFICERS—1929**

Title	Name	Official Address
President.....	A. D. MacLean.....	Washington, N. C.
Secretary.....	R. D. Cronly.....	Wilmington, N. C.
Treasurer.....	Jno. T. Reid.....	Wilmington, N. C.

**DIRECTORS—1929**

A. D. MacLean, Washington, N. C.; C. A. Flynn, Washington, N. C.; Lyman Delano, Wilmington, N. C.; Geo. B. Elliott, Wilmington, N. C.; R. D. Cronly, Wilmington, N. C.

**HISTORY**

Organized March 4, 1903, under the Laws of North Carolina. Chartered by Act of General Assembly Chapter 245, Private Laws of 1903, Amended by Act of General Assembly, Chapter 40, Public Laws of 1907.

**PROPERTY OPERATED**

	1928	1929
Washington, N. C. to Vandemere, N. C. (miles).....	40.52	40.52

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$ 125,000.00	\$ 125,000.00
Capital stock, per mile.....	3,084.90	3,084.90
Funded debt.....	720,000.00	720,000.00
Funded debt, per mile.....	17,769.00	17,769.00
Cost of road.....	599,897.96	599,897.96
Cost of road, per mile.....	14,804.98	14,804.98
Cost of equipment.....	42,106.60	42,106.60
Cost of equipment, per mile.....	1,039.16	1,039.16
Cost of road and equipment, per mile.....	15,844.14	15,844.14

Operated as integral part of A. C. L. R. R. Co., Lessee.



# WILMINGTON, BRUNSWICK & SOUTHERN COMPANY

## OFFICERS—1929

Title	Name	Official Address
President.....	M. J. Corbett.....	Wilmington, N. C.
General Manager or Superintendent.....	M. W. Divine.....	Wilmington, N. C.
Secretary.....	Walker Taylor.....	Wilmington, N. C.
Treasurer.....	H. C. McQueen.....	Wilmington, N. C.
Traffic Manager and Auditor.....	H. M. Shannon.....	Wilmington, N. C.

## DIRECTORS—1929

M. J. Corbett, M. W. Divine, H. C. McQueen, J. W. Brooks, S. J. Springer, Walker Taylor, all of Wilmington, N. C.

## HISTORY

Organized January 22, 1907, under the Laws of North Carolina; General Laws.

## PROPERTY OPERATED

	1928	1929
Navassa, N. C. to Southport, N. C. (miles).....	30.2	30.2

## CAPITAL STOCK, ETC.

	1928	1929
Capital stock.....	\$ 165,000.00	\$ 165,000.00
Capital stock, per mile.....	5,463.59	5,463.59
Funded debt.....	183,750.00	183,750.00
Funded debt, per mile.....	6,084.44	6,084.44
Cost of road.....	463,544.26	464,088.81
Cost of road, per mile.....	15,349.15	15,364.53
Cost of equipment.....	57,211.62	57,211.62
Cost of equipment, per mile.....	1,894.42	1,894.42
Cost of road and equipment, per mile.....	17,243.57	17,258.95
Operating revenue.....	49,826.95	47,403.53
Operating expenses (Interest on bonds not included).....	52,401.00	46,439.78
Net operating revenue (Deficit).....	2,574.05	963.75
Operating revenue, per mile.....	1,649.90	1,569.65
Operating expenses, per mile.....	1,735.13	1,537.74
Total freight revenue.....	41,620.71	33,598.89
Total passenger train service revenue.....	6,710.46	12,380.84
Freight revenue, per mile.....	1,378.17	1,112.54
Total number passengers carried earning revenue.....	1,464	1,191
Passenger service train revenue, per mile.....	222.20	409.96
Revenue from other sources.....	1,495.78	1,423.80
Average receipts per passenger-mile.....	.0372	.0372
Taxes paid, North Carolina.....	2,855.80	2,899.10

## NUMBER OF EMPLOYEES

Employees: Number—General Officers, 5-5; Office clerks, 2-1; Station agents, 2-2; Other station men, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 2-2; Other trainmen, 2-2; Machinists, 1-1; Other shopmen, 1-1; Section foremen, 2-1; Other trackmen, 12-8. 33-27.

## RECAPITULATION MILEAGE, COST OF ROAD, CAPITAL STOCK, FUNDED DEBT, EARNINGS AND EXPENSES—NORTH CAROLINA, 1928

Railroad	Miles Owned Road Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Revenue
Atlantic Coast Line R. R.	1,028.50	\$ 57,155,534.58	\$ 17,566,687.43	\$ 33,697,218.61	\$ 17,353,503.27	\$ 13,603,669.93	\$ 13,273,513.01	\$ 3,809,946.54
Clinchfield R. R.	117.40	29,840,090.99	11,018,920.98	12,040,595.65	2,753,516.15	1,447,614.91	2,642,649.10	55,053.01
Carolina, Clinchfield and Ohio Ry.	87.30	2,856,583.45	986,250.80	1,454,530.61	817,861.00	497,665.03	759,276.31	46,964.26
Carolina and Northwestern Ry.	679.78	29,636,429.83	13,766,476.29	14,086,137.22	7,891,662.97	5,660,689.85	7,145,200.40	654,702.02
Norfolk Southern R. R.	95.82	2,122,000.00	1,797,200.00	325,000.00	**	**	**	**
Atlantic and North Carolina R.R. (N.S.Lessor)	38.08				**	**	**	**
Durham and South Carolina R.R. (N.S.Lessor)	130.70	24,862,101.77	9,703,731.21	6,714,425.05	1,305,683.08	1,773,023.11	1,109,495.18	162,421.87
Norfolk and Western Ry.	627.35	43,630,417.09	11,081,980.91	35,110,081.89	14,089,582.53	8,832,922.97	11,659,070.64	2,199,671.96
Seaboard Air Line Ry.	591.00	72,431,104.26	27,202,146.12	41,555,893.14	29,093,931.07	21,104,959.27	22,216,907.88	6,161,481.55
Southern Ry. Subsidiaries:								
Asheville and Craggy Mt. Ry.	4.74	42,300.39	24,200.00		46,026.32	36,873.07	44,879.23	
Asheville Southern Ry.	2.27	55,582.93	60,000.00		†	†	†	†
Atlanta and Charlotte Air Line Ry.	42.64	3,622,330.25	283,776.87	3,338,553.38	†	†	†	†
Atlantic and Danville Ry.	22.15	609,944.77	173,875.50	434,689.09	†	†	†	†
Atlantic and Yadkin Ry. (Receivership)	163.10	2,364,819.61	1,000,000.00	1,500,000.00	1,301,559.20	899,550.31	1,204,910.81	72,235.02
Carolina and Tennessee Southern Ry.	13.96	577,608.10	60,000.00	643,000.00	49,952.97	27,128.05	47,012.48	2,875.64
Danville and Western Ry.	8.96	257,359.60	43,025.74	256,540.57	59,761.06	38,106.21	54,214.63	3,847.70
High Point, Randleman, Asheboro and Southern R. R.	26.85	684,918.13	248,400.00	402,000.00	113,293.82	80,512.25	106,145.64	3,846.74
North and South Carolina R. R.	4.79	50,000.00	50,000.00		†	†	†	†
North Carolina R. R.	224.12	4,933,983.84	4,000,000.00		†	†	†	†
North Carolina Midland R. R.	53.50	1,721,937.30	924,000.00	801,000.00	†	†	†	†
Southern Ry.—Carolina Division	106.68	2,494,429.04	632,438.51	1,710,790.00	†	†	†	†
State University R. R.	10.15	73,591.13	31,300.00		53,433.84	46,535.76	47,451.03	5,229.55
Tallulah Falls Ry. (Receivership)	14.00	415,887.92	79,291.50	372,434.30	24,726.09	37,454.21	16,855.87	5,692.94
Yadkin R. R.	40.52	1,384,706.40	625,000.00	615,000.00	314,271.43	228,368.88	297,799.95	13,611.69
Winston-Salem Southbound Ry.	87.70	6,576,771.22	1,245,000.00	5,000,000.00	1,477,752.61	879,944.19	1,387,735.18	72,432.33
Total	4,222.06	\$288,400,442.60	\$102,603,701.86	\$160,057,949.51	\$ 76,746,517.41	\$ 55,195,018.00	\$ 62,013,177.34	\$13,270,013.42



# RECAPITULATION

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## MISCELLANEOUS ROADS:

Aberdeen and Rockfish R. R.....	44.90	428,694.39	208,800.00	155,000.00	215,136.86	151,366.03	201,529.06	8,567.60
Appalachian Rv.....	10.00	333,178.97	100,000.00	30,000.00	50,914.97	53,959.96	48,312.37	1,210.90
Atlantic and Carolina R. R.....	10.00	68,376.23	10,000.00	34,000.00	21,992.79	20,359.23	20,260.73	276.84
Atlantic and Western Rv.....	24.00	276,471.10	62,000.00	60,000.00	110,131.00	101,718.61	103,006.78	2,413.35
Black Mountain Rv.....	12.85	277,631.28	50,000.00	600,000.00	46,965.42	37,807.12	46,363.77	272.94
Bonlee and Western Rv.....	11.00	80,791.57	61,600.00	10,000.00	8,416.79	10,944.35	8,087.90	-----
Carolina R. R.....	13.09	93,111.37	35,000.00	39,000.00	40,679.27	28,645.53	39,283.28	981.20
††Carolina and Georgia Rv.....	-----	-----	-----	-----	-----	-----	-----	-----
Carolina and Northeastern R. R.....	16.00	433,193.79	300,000.00	199,000.00	24,161.06	20,055.61	24,066.45	10.70
Carolina Southern Rv.....	21.55	200,003.11	168,800.00	9,831.25	99,198.65	77,005.93	90,774.18	69.26
Cliffside R. R.....	5.00	143,876.94	80,000.00	14,042.33	27,160.45	28,249.39	25,847.71	-----
Dover and Southbound R. R.....	24.75	186,491.79	100,000.00	-----	18,167.58	26,775.81	18,167.58	-----
Durham and Southern Rv.....	56.87	1,526,297.64	1,350,000.00	-----	708,828.69	403,067.73	684,089.16	19,684.54
East Carolina Rv.....	39.20	427,741.43	55,500.00	403,015.10	163,431.64	147,129.72	157,310.88	2,742.70
East Tennessee and Western North Carolina R. R.....	-----	-----	-----	-----	-----	-----	-----	-----
R. R.....	3.18	121,755.79	43,148.29	43,946.93	30,626.89	19,099.46	27,000.77	2,297.94
Elkin and Alleghany R. R.....	15.00	58,225.83	56,000.00	-----	17,860.82	16,855.55	17,357.15	-----
Graham County R. R.....	13.30	223,732.50	225,000.00	-----	47,600.23	27,744.86	46,641.23	-----
High Point, Thomasville and Denton R. R.....	34.81	556,056.01	216,590.00	-----	446,740.98	317,720.88	438,208.20	8,532.78
Kinston Carolina R. R.....	30.47	78,050.09	35,000.00	-----	34,162.26	36,681.20	32,191.90	1,906.96
Laurinburg and Southern R. R.....	30.00	411,459.30	225,000.00	75,000.00	131,703.32	105,926.83	127,537.43	300.02
Lawndale Rv. and Industrial Co.....	11.05	79,664.71	60,000.00	-----	21,534.19	19,415.13	21,534.19	-----
Linville River Rv.....	34.79	618,205.43	450,000.00	-----	87,777.92	67,748.60	74,084.43	12,842.16
Louisville and Nashville R. R.....	13.20	1,157,235.68	309,654.70	627,041.84	48,354.31	79,142.46	37,234.28	8,752.86
Maxton, Alma and Southbound R. R.....	15.15	150,071.06	75,000.00	-----	20,962.05	16,450.71	18,924.73	1,658.32
Moore Central Rv.....	11.20	44,630.45	75,000.00	-----	29,802.24	29,267.71	26,927.00	48.65
Piedmont and Northern Rv.....	40.85	4,183,560.83	2,186,835.30	1,599,762.80	372,265.23	376,257.50	556,633.94	37,693.92
Pigeon River Rv.....	11.87	257,691.48	40,000.00	77,000.00	21,747.78	27,883.86	20,752.53	549.51
Raleigh and Charleston R. R.....	21.24	561,252.03	287,250.00	275,000.00	54,888.05	53,642.16	51,744.13	2,720.12
Rockingham R. R.....	21.40	348,378.28	72,000.00	250,000.00	70,937.17	49,990.35	70,791.45	145.72
†††Smoky Mountain Rv.....	-----	-----	-----	-----	-----	-----	-----	-----
Tennessee and North Carolina Rv.....	26.84	227,643.46	150,572.40	-----	139,080.00	97,458.60	112,667.97	20,337.07
Townsville R. R.....	10.50	192,423.45	240,000.00	22,500.00	15,558.91	15,989.42	15,267.27	-----
Tuckaseegee and Southeastern Rv.....	12.26	394,396.74	300,000.00	15,000.00	112,052.69	101,318.50	112,052.69	-----
Virginia and Carolina Southern R. R.....	52.96	739,148.03	141,000.00	524,000.00	178,495.41	137,724.55	161,951.00	13,107.76

## RECAPITULATION—Continued

Railroad	Miles Owned Road Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Revenue
Warrenton R. R.-----	3.00	\$ 67,738.99	\$ 66,000.00	-----	\$ 51,499.93	\$ 38,457.95	\$ 50,237.98	\$ 1,261.95
Washington and Vandemere R. R.-----	40.52	642,004.56	125,000.00	\$ 720,000.00	*†	*†	*†	*†
Wilmington, Brunswick and Southern R. R.-----	30.20	520,755.88	165,000.00	183,750.00	49,826.95	52,401.00	41,620.71	6,710.46
Total-----	773.00	\$ 16,109,930.19	\$ 8,125,750.69	\$ 5,966,890.25	\$ 3,773,662.50	\$ 2,794,262.30	\$ 3,528,461.83	\$ 155,096.23
Grand Total-----	4,995.06	\$304,510,372.79	\$110,729,452.55	\$166,024,839.76	\$ 80,520,179.91	\$ 57,989,280.30	\$ 65,541,639.17	\$13,425,109.65

\*Included in Clinchfield R. R.

\*\*Included in Norfolk Southern R. R.

†Included in Asheville and Craggy Mountain Ry.

‡Included in Southern Ry.

††Discontinued operation April 15, 1927.

‡‡Sold to Tennessee and North Carolina Railroad.

\*†Included in Atlantic Coast Line R. R.



# RECAPITULATION

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Railroad	Miles Owned Road Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Revenue
Atlantic Coast Line R. R.-----	1,028.44	\$ 57,421,955.75	\$ 17,525,647.46	\$ 33,393,407.13	\$ 17,314,298.95	\$ 12,782,973.31	\$ 13,184,957.89	\$ 3,831,976.56
Clinchfield-----								
Carolina, Clinchfield and Ohio Ry.-----	117.40	29,879,170.49	11,018,920.98	12,238,935.91	2,705,082.15	1,509,495.04	2,605,044.15	46,132.04
Carolina and Northwestern Ry.-----	87.30	2,858,905.63	986,250.80	1,454,530.61			*	*
Norfolk Southern R. R.-----	679.79	29,559,020.16	13,770,886.71	13,964,341.35	793,599.99	472,938.65	739,038.97	44,907.57
Atlantic and North Carolina-----	95.82	2,122,200.00	1,797,200.00	325,000.00	6,946,994.01	5,144,943.76	6,293,492.22	604,167.69
Durham and South Carolina R. R.-----	38.08				**	**	**	**
Norfolk and Western Ry.-----	130.70	25,586,686.63	9,725,698.97	6,748,707.64	1,300,495.16	1,703,805.97	1,106,386.57	160,085.37
Seaboard Air Line Ry.-----	627.35	43,839,280.72	11,081,980.91	34,580,993.72	14,007,802.23	8,684,493.62	11,566,340.52	2,231,407.55
Southern Railway-----	591.00	72,459,300.87	27,202,849.41	41,543,742.18	28,923,979.64	21,242,686.80	22,217,102.31	6,043,418.50
Southern Railway Subsidiaries:								
Asheville and Craggy Mt. Ry.-----	4.74	42,704.25	24,200.00		40,869.79	26,505.68	39,419.42	---
Asheville Southern Ry.-----	2.27	55,582.93	60,000.00		†	†	†	†
Atlanta and Charlotte Air Line Ry.-----	42.64	3,622,330.25	283,776.87	3,338,553.38	†	†	†	†
Atlantic and Danville Ry.-----	22.15	609,944.76	173,875.50	434,069.09	†	†	†	†
Atlantic and Yadkin Ry. (Receivership)-----	163.10	2,626,004.22	1,000,000.00	1,500,000.00	1,013,014.14	709,257.90	933,423.76	62,565.46
Carolina and Tennessee Southern Ry.-----	13.96	577,608.10	60,000.00	643,000.00	43,043.34	27,765.76	40,738.34	2,299.72
Danville and Western Ry.-----	8.96	260,264.01	42,947.43	256,540.57	60,888.57	40,351.45	54,858.98	4,382.42
High Point, Randleman, Asheboro and Southern R. R.-----	26.85	685,910.22	248,400.00	402,000.00	107,922.65	82,632.85	100,722.73	3,594.23
North and South Carolina R. R.-----	4.79	50,000.00	50,000.00		†	†	†	†
North Carolina R. R.-----	224.12	4,933,933.84	4,000,000.00		†	†	†	†
North Carolina Midland R. R.-----	53.50	1,721,939.30	924,000.00	801,000.00	†	†	†	†
Southern Ry.—Carolina Division-----	106.68	2,494,429.04	632,438.51	1,710,790.00	†	†	†	†
State University R. R.-----	10.15	79,564.83	31,300.00		41,641.03	43,914.34	36,095.41	4,875.44
Tallahas Falls Ry. (Receivership)-----	14.00	415,481.92	79,291.50	372,434.30	18,299.32	37,232.71	12,100.98	4,363.90
Yadkin R. R.-----	40.52	1,384,790.32	625,000.00	615,000.00	307,361.48	209,626.91	293,059.56	11,222.31
Winston-Salem Southbound Ry.-----	87.70	6,689,649.65	1,245,000.00	5,000,000.00	1,511,441.46	903,437.21	1,423,573.77	69,615.61
Total-----	4,222.01	\$289,976,717.89	\$102,589,665.05	\$159,323,665.88	\$ 75,136,733.91	\$ 53,622,061.96	\$ 60,646,355.58	\$13,125,014.37



## RECAPITULATION—Continued

Railroad	Miles Owned Road Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Revenue
<b>MISCELLANEOUS ROADS:</b>								
Aberdeen and Rockfish R. R.	44.00	\$ 426,507.23	\$ 208,300.00	\$ 158,312.43	\$ 185,862.79	\$ 135,985.59	\$ 166,025.76	\$ 16,041.65
Appalachian Ry.	10.00	333,178.97	100,000.00	30,000.00	31,345.78	36,126.00	27,121.37	778.75
Atlantic and Carolina R. R.	10.00	68,376.23	10,000.00	34,000.00	24,830.53	18,393.57	20,975.79	185.65
Atlantic and Western Ry.	24.00	140,978.97	62,000.00	60,000.00	88,923.24	80,970.24	76,579.08	10,788.42
Black Mountain Ry.	12.83	242,204.82	50,000.00	600,000.00	39,376.23	26,555.08	38,426.40	202.55
Bonlee and Western Ry.	11.00	100,233.22	61,600.00	---	12,968.78	13,054.19	12,590.38	---
Carolina R. R.	13.09	98,845.39	35,000.00	39,000.00	19,808.32	20,792.52	18,639.15	572.99
Carolina and Northeastern R. R.	16.00	433,193.79	300,000.00	199,000.00	21,256.90	21,551.20	20,840.90	---
Carolina Southern Ry.	21.55	188,029.29	168,800.00	3,956.25	46,010.96	36,860.08	43,565.62	---
Cliffside R. R.	5.00	148,656.21	80,000.00	8,500.00	---	31,085.20	30,083.36	---
Dover and Southbound R. R.	24.75	186,491.79	100,000.00	---	22,353.56	29,856.34	20,566.44	---
Durham and Southern Ry.	56.87	1,676,496.29	1,350,000.00	---	725,974.70	391,869.90	680,791.87	34,001.85
East Carolina Ry.	39.20	427,741.43	55,000.00	401,515.10	122,817.86	140,607.09	115,168.15	6,357.75
East Tennessee and W. N. C. R. R.	3.18	122,754.21	43,148.29	43,946.93	29,274.41	19,747.54	24,290.57	3,839.13
Elkin and Alleghany R. R.	15.00	299,925.83	297,700.00	---	16,298.76	14,810.25	16,180.01	---
Graham County R. R.	12.13	231,382.29	225,000.00	---	64,840.67	42,602.67	63,110.67	---
High Point, Thomasville and Denton R. R.	34.81	615,915.94	217,190.00	---	442,337.82	283,653.15	431,100.76	---
Kinston Carolina R. R.	30.47	78,050.09	35,000.00	---	29,455.27	17,243.78	28,769.90	609.11
Laurinburg and Southern R. R.	30.00	408,412.98	225,000.00	75,000.00	122,258.64	98,611.55	112,449.60	536.28
Lawndale Ry. and Industrial Co.	11.05	78,816.13	60,000.00	---	23,462.14	23,255.36	23,462.14	---
Linville River Ry.	34.79	618,490.46	450,000.00	---	79,149.54	63,039.59	58,203.08	20,183.92
Louisville and Nashville R. R.	13.19	1,186,655.49	309,389.62	620,524.07	47,450.20	67,575.48	36,508.97	8,479.43
Maxton, Alma and Southbound R. R.	15.15	148,929.50	75,000.00	---	18,717.36	16,778.98	14,077.01	4,333.15
Moore Central Ry.	10.11	44,630.45	75,000.00	---	27,232.85	26,569.22	24,483.94	32.42
Piedmont and Northern Ry.	40.85	4,262,964.65	2,187,243.20	1,599,088.07	656,580.00	402,890.98	590,466.12	31,226.96
Pigeon River Ry.	11.87	257,691.48	40,000.00	77,000.00	23,594.90	22,479.48	22,232.69	389.70
Raleigh and Charleston R. R.	21.24	562,459.20	287,250.00	275,000.00	56,287.81	51,374.43	52,529.91	3,226.86
Rockingham R. R.	21.40	344,829.99	72,000.00	250,000.00	69,798.06	43,281.37	69,528.76	269.30
Tennessee and North Carolina Ry.	24.84	285,931.87	150,482.21	---	146,591.91	97,482.03	119,456.87	16,838.77



# RECAPITULATION

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Townsville R. R.	10.35	213,625.01	240,000.00	22,500.00	15,616.23	50,211.11	14,604.28
Tuckaseegee and Southeastern R. R.	12.26	384,770.14	300,000.00	15,000.00	97,311.16	88,717.47	97,311.16
Virginia and Carolina Southern R. R.	52.96	741,672.00	141,000.00	524,000.00	177,047.00	137,612.00	22,644.00
Warrenton R. R.	3.00	67,764.00	66,000.00	-----	49,597.00	33,521.00	48,125.00
Washington and Vandermere R. R.	40.52	642,004.56	125,000.00	720,000.00	*†	*†	1,091.00
Wilmingon, Bruinswick and Southern R. R.	30.02	521,220.43	165,000.00	183,750.00	47,403.53	46,439.78	*†
Total	767.48	\$ 16,589,830.33	\$ 8,367,103.32	\$ 5,940,092.85	\$ 3,612,920.11	\$ 2,625,255.28	\$ 3,303,475.60
Grand Total	4,989.49	\$306,566,548.22	\$110,956,768.37	\$165,263,758.73	\$ 78,749,654.02	\$ 56,247,317.24	\$13,331,261.91

\*Included in Clinchfield R. R.

\*\*Included in Norfolk Southern R. R.

†Included in Asheville and Craggy Mt. Ry.

‡Included in Southern Ry.

\*†Included in Atlantic Coast Line R. R.

## WATER TRANSPORTATION LINES—1928-1929

Name	Gross Receipts		Gross Expenses	
	1928	1929	1928	1929
Carolina Transportation Co.				
Norfolk, Va.-----	\$ 95,275.18	-----	\$ 92,545.64	-----
Cashie River Line,				
Avoca, N. C.-----	13,035.77	\$ 6,386.08	12,128.22	\$ 6,548.19
Daniels Fairfield Line,				
Elizabeth City-----	13,959.24	-----	13,341.66	-----
Eastern Carolina Transportation Co.,				
Elizabeth City, N. C.-----	25,081.96	25,390.53	20,416.97	20,966.05
North River Line,				
Elizabeth City, N. C.-----	28,376.62	10,990.29	31,677.78	11,106.99
Norfolk-Baltimore and Carolina Line,				
Norfolk, Va.-----	4,716.62	-----	-----	-----
Roanoke River Steamboat Co.,				
Edenton, N. C.-----	9,288.92	5,397.87	7,048.61	5,095.44
Salmon Creek Line,				
Avoca, N. C.-----	6,471.10	2,467.99	6,410.50	-----
Wanchese Line,				
Elizabeth City, N. C.-----	25,887.17	-----	20,720.53	-----
Potter Towboat Co.,				
Wilmington, N. C.-----	2,481.91	-----	3,910.05	-----
Albemarle Navigation Co.,				
Edenton, N. C.-----	1,500.00	24,013.71	1,250.00	23,726.29

Name	Length of Route		Value Vessels	
	1928	1929	1928	1929
Carolina Transportation Co.,				
Norfolk, Va.-----	200	-----	\$ 49,716.59	-----
Cashie River Line,				
Avoca, N. C.-----	30	30	10,000.00	\$ 10,000.00
Daniels Fairfield Line,				
Elizabeth City, N. C.-----	81	-----	5,000.00	-----
Eastern Carolina Transportation Co.,				
Elizabeth City, N. C.-----	48	48	22,062.24	20,953.70
North River Line,				
Elizabeth City, N. C.-----	75	75	19,000.00	19,000.00
Norfolk-Baltimore and Carolina Line,				
Norfolk, Va.-----	320	-----	18,100.00	-----
Roanoke River Steamboat Co.,				
Edenton, N. C.-----	85	60	10,000.00	10,000.00
Salmon Creek Line,				
Avoca, N. C.-----	22	22	11,000.00	11,000.00
Wanchese Line,				
Elizabeth City, N. C.-----	60	-----	26,000.00	-----
Potter Towboat Co.,				
Wilmington, N. C.-----	25	-----	12,250.00	-----
Albemarle Navigation Co.,				
Edenton, N. C.-----	65	-----	12,000.00	-----



## EXPRESS COMPANIES

## \*AMERICAN RAILWAY EXPRESS COMPANY

## OFFICERS—1928

Title	Name	Official Address
Chairman of Board.....	J. Horace Harding.....	65 Broadway, New York, N. Y.
President.....	Robt. E. M. Cowie.....	65 Broadway, New York, N. Y.
Vice-President in Charge of Operations..	C. W. Robie.....	New York, N. Y.
Vice-President in Charge of Operations..	E. A. Stedman.....	Chicago, Ill.
Vice-President in Charge of Operations..	C. D. Summy.....	St. Louis, Mo.
Vice-President in Charge of Operations..	Wm. G. Smith.....	Atlanta, Ga.
Vice-President in Charge of Operations..	L. O. Head.....	San Francisco, Cal.
Vice-President in Charge of Traffic.....	F. S. Holbrook.....	New York, N. Y.
Vice-President in Charge of Accounts....	Chas. A. Lutz.....	New York, N. Y.
Vice-President in Charge of Personnel ..	L. R. Gwyn.....	New York, N. Y.
Secretary.....	E. R. Merry, Jr.....	New York, N. Y.
Vice-President and Treasurer.....	W. B. Clark.....	New York, N. Y.
General Counsel.....	H. S. Marx.....	New York, N. Y.
General Auditor.....	J. F. Brizzie.....	Chattanooga, Tenn.
General Auditor.....	Richard Burr.....	Chicago, Ill.
General Auditor.....	H. D. Freeman.....	New York, N. Y.

## DIRECTORS

J. S. Alexander, W. M. Barrett, Newcomb Carlton, Frederick, H. Eckner, Robt. E. M. Cowie, Eugene W. Leake, J. Horace Harding, Charles Hayden, J. G. Milburn, Mortimer L. Schiff, A. H. Wiggin, all of New York, N. Y.

## HISTORY

Organized June, 1918, under Laws of Delaware.

## MILEAGE—1928

	Entire System	North Carolina
Steam Lines.....	\$ 222,769.60	\$ 3,060.42
Electric Lines.....	2,891.85	26.69
Steamboat Lines.....	24,011.12	-----
Stage Lines.....	1,334.34	-----
Ferries.....	10.75	-----
Airplanes.....	7,748.00	-----
Total.....	\$ 258,765.66	\$ 260,580.15

## OPERATING REVENUES—1928

	Entire System	North Carolina
Transportation.....	\$281,544,641.27	-----
Contract Payments (Express privilege).....	141,288,099.14	-----
Other than transportation.....	3,620,121.99	-----
Total.....	\$143,976,664.12	-----

## OPERATING EXPENSES—1928

	Entire System	North Carolina
Maintenance.....	\$ 8,530,974.73	
Traffic.....	257,743.95	
Transportation.....	124,502,244.05	
General.....	7,384,043.01	
Total.....	\$140,675,005.74	

## BALANCE SHEET

Assets	Balance at Close of Year 1928	Liabilities	Balance at Close of Year 1928
Investment.....	\$ 53,634,861.67	Capital Stock.....	\$ 34,642,000.00
Current assets.....	34,607,896.29	Current liabilities.....	25,745,385.94
Deferred Assets.....	183,158.87	Deferred liabilities.....	658,085.44
Unadjusted debits.....	1,662,216.37	Unadjusted credits.....	25,442,745.22
		Corporate surplus.....	3,599,133.20
Total.....	\$ 90,088,133.20	Total.....	\$ 90,088,133.20

## EQUIPMENT OWNED—1928

Equipment owned.....\$29,818,405.87

## OPERATING REVENUE—1929—(Two Months)

Transportation.....	\$41,103,682.43
Contract payments—(Express privilege).....	18,554,303.39
Other than transportation.....	533,346.99
Total.....	\$23,082,721.03

## OPERATING EXPENSES—1929—(Two Months)

Maintenance.....	\$ 1,470,488.05
Traffic.....	38,252.28
Transportation.....	19,821,231.23
General.....	1,229,748.44
Total.....	\$22,559,720.00

\*Discontinued operation February 28, 1929. Succeeded by Railway Express Agency.

Note.—Due to a change in organization of February 28, 1929, the principal officers of the company resigned and new officers were elected.

At the annual meeting of stockholders held on June 3, 1929, an amendment to the certificate of incorporation was authorized so as to change the corporate title to Railway and Express Company. This amendment was duly effected on June 12th, 1929. The principal officers elected: President, Eugene W. Leake; Secretary, Horatio H. Gates; treasurer, Thomas J. Degnen.



## RAILWAY EXPRESS AGENCY, INC.

## OFFICERS—1929

Title	Name	Official Address
President.....	Robt. E. M. Cowie.....	65 Broadway, New York, N. Y.
Executive Vice-President.....	W. A. Benson.....	New York, N. Y.
Vice-President in Charge of Operations..	C. W. Robie.....	New York, N. Y.
Vice-President in Charge of Operations..	E. A. Stedman.....	Chicago, Ill.
Vice-President in Charge of Operations..	C. D. Summy.....	St. Louis, Mo.
Vice-President in Charge of Operations..	Wm. G. Smith.....	Atlanta, Ga.
Vice-President in Charge of Operations..	L. O. Head.....	San Francisco, Cal.
Vice-President in Charge of Traffic.....	F. S. Holbrook.....	New York, N. Y.
Vice-President in Charge of Accounts.....	Chas. A. Lutz.....	New York, N. Y.
Vice-President in Charge of Personnel.....	L. R. Gwyn.....	New York, N. Y.
Secretary.....	E. R. Merry, Jr.....	New York, N. Y.
Vice-President and Treasurer.....	W. B. Clark.....	New York, N. Y.
General Counsel.....	H. S. Marx.....	New York, N. Y.
General Auditor.....	J. F. Brizzie.....	Chattanooga, Tenn.
General Auditor.....	Richard Burr.....	Chicago, Ill.
General Auditor.....	H. D. Freeman.....	New York, N. Y.

## DIRECTORS—1929

1929—Edward G. Buckland, New Haven, Conn.; Charles R. Capps, Norfolk, Va.; Robert E. M; Cowie, New York, N. Y.; Patrick E. Crowley, New York, N. Y.; Lyman Delano, Wilmington, N. C.; Charles E. Denney, New York, N. Y.; Charles Dónnelly, St. Paul, Minn.; Lawrence A. Downs, Chicago, Ill.; Carl R. Gray, Omaha, Neb.; Hale Holden, New York, N. Y.; Elisha Lee, Philadelphia, Pa.; Thomas C. Powell, Chicago, Ill.; George M. Shriver, Pikesville, Md.; William B. Storey, Chicago, Ill.; William H. Williams, New York, N. Y.

## HISTORY

Organized December 7, 1928, under Laws of Delaware.

## MILEAGE—1929

	Entire System	North Carolina
Steam Lines.....	222,044.37	3,031.32
Electric Lines.....	2,732.42	26.69
Steamboat Lines.....	23,307.37	-----
Stage Lines.....	2,075.59	-----
Ferries.....	36.25	-----
Airplanes.....	10,314.00	-----
Total.....	260,580.15	3,087.11

## OPERATING REVENUES—1929

Transportation.....	\$242,216,044.58
Contract payments (Express privilege).....	127,590,721.20
Other than transportation.....	3,002,742.37
Total.....	\$117,628,065.75

## OPERATING EXPENSES

Maintenance.....	\$ 7,171,113.70
Traffic.....	291,149.12
Transportation.....	102,799,593.61
General.....	5,273,045.60
Total.....	\$115,534,902.03

## BALANCE SHEET—1929

Assets	Balance at Close of Year 1929	Liabilities	Balance at Close of Year 1929
Investment.....	\$ 51,666,935.63	Capital stock.....	\$ 100,000.00
		Long term debt.....	32,000,000.00
Current assets.....	27,797,988.93	Current liabilities.....	24,411,890.75
Deferred assets.....	136,434.72	Deferred liabilities.....	137,535.14
Unadjusted debits.....	1,345,272.68	Unadjusted credits.....	24,297,206.07
		Corporate surplus.....	-----
Total.....	80,946,631.96	Total.....	80,946,631.96

## EQUIPMENT OWNED—1929

Equipment owned.....	\$31,372,096.40
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## SOUTHEASTERN EXPRESS COMPANY

## OFFICERS—1928-1929

Title	Name	Official Address
President.....	J. E. Skaggs.....	Atlanta, Ga.
Vice-President.....	Saunders McDaniel.....	Atlanta, Ga.
Secretary and Treasurer.....	F. W. Woods.....	Atlanta, Ga.
General Counsel.....	Saunders McDaniel.....	Atlanta, Ga.
Auditor.....	J. E. O'Keeffe.....	Atlanta, Ga.
General Manager.....	W. F. Ferrell.....	Atlanta, Ga.
Traffic Manager.....	C. B. Williams.....	Atlanta, Ga.

## DIRECTORS

1928—H. C. Armstrong, Selma, Ala.; R. A. Brown, Birmingham, Ala.; Jos. L. Graham, Winston-Salem, N. C.; Saunders McDaniel, Atlanta, Ga.; Robt. F. Maddox, Atlanta, Ga.; Z. C. Patten, Chattanooga, Tenn.; J. E. Skaggs, Atlanta, Ga.

1929—Robert Jemison, Jr., Birmingham, Ala., succeeded R. A. Brown.

## HISTORY

Organized 1920, under Laws of Alabama.

## MILEAGE—1928-1929

	Entire Line	North Carolina
Steam roads.....	9,978.35	1,471.57
Electric lines.....	37.72	-----
Inland steamboat lines.....	268.00	-----
Miscellaneous.....	26.00	-----
Total.....	10,310.07	1,471.57

## OPERATING REVENUE

Account	1928	1929
Transportation.....	\$ 7,869,732.06	\$ 8,007,050.03
Contract payments (Express privilege).....	3,738,099.60	3,899,915.01
Other than transportation.....	136,353.22	136,536.62
Total.....	\$ 4,267,985.68	\$ 4,243,671.64

## OPERATING EXPENSES

Account	1928	1929
Maintenance.....	\$ 215,376.64	\$ 201,658.20
Traffic.....	78,958.30	78,548.47
Transportation.....	3,552,009.27	3,535,905.43
General.....	280,097.66	281,686.91
Total.....	\$ 4,126,441.87	\$ 4,097,799.01

## BALANCE SHEET

Assets	Balance at Close of Year 1928	Liabilities	Balance at Close of Year 1928
Investment.....	\$ 1,233,689.90	Capital stock.....	\$ 1,000,000.00
Current assets.....	1,549,720.49	Current liabilities.....	848,804.97
Deferred Assets.....		Deferred liabilities.....	
Unadjusted debits.....	45,180.84	Unadjusted credits.....	852,162.68
		Corporate surplus.....	127,623.58
Total.....	\$ 2,282,859.23	Total.....	\$ 2,828,591.23

Assets	Balance at Close of Year 1929	Liabilities	Balance at Close of Year 1929
Investment.....	\$ 1,778,749.79	Capital stock.....	\$ 1,000,000.00
Current assets.....	1,026,429.18	Current liabilities.....	910,294.28
Deferred assets.....	483.40	Deferred liabilities.....	
Unadjusted debits.....	45,707.96	Unadjusted credits.....	809,856.69
		Corporate surplus.....	131,219.36
Total.....	\$ 2,851,370.33	Total.....	\$ 2,851,370.33

## EQUIPMENT OWNED

	1928	1929
Equipment owned.....	\$ 1,043,543.25	\$ 1,029,773.25



POSTAL TELEGRAPH CABLE COMPANY

OFFICERS—1928

Title	Name	Official Address
President.....	Clarence H. Mackay.....	New York, N. Y.
Vice-President.....	Edward Reynolds.....	New York, N. Y.
Vice-President.....	William C. Daviet.....	New York, N. Y.
Vice-President.....	C. A. Comstock.....	New York, N. Y.
Treasurer.....	J. J. Cordona.....	New York, N. Y.
Asst. Treasurer.....	C. R. Rimpo.....	New York, N. Y.
Asst. Treasurer.....	M. W. Blackmar.....	New York, N. Y.
Secretary.....	W. B. Dunn.....	New York, N. Y.

OFFICERS—1929

Title	Name	Official Address
President.....	Clarence H. Mackay.....	New York, N. Y.
Ex. Vice-President.....	A. H. Griswold.....	New York, N. Y.
Treasurer.....	J. J. Cordona.....	New York, N. Y.
Assistant Treasurer.....	C. R. Rimpo.....	New York, N. Y.
Secretary.....	W. B. Dunn.....	New York, N. Y.

RECEIPTS IN NORTH CAROLINA

	1928	1929
Commercial telegraph tolls, interstate.....	\$ 112,032.99	\$ 197,522.63
Commercial telegraph tolls, intrastate.....	52,419.63	47,425.80
Telegraph tolls on cables.....	1,489.71	-----
Government telegraph tolls, interstate.....	4,391.79	975.48
Government telegraph tolls, intrastate.....	1,771.43	488.29
Press telegraph tolls, interstate.....	1,335.29	7,277.87
Press telegraph tolls, intrastate.....	10,621.96	8,226.18
Money transfer tolls.....	2,998.03	-----
Stock and commercial new revenues.....	2,735.34	4,122.68
Money transfer premiums.....	1,879.89	1,493.60
Messenger service revenues.....	5,680.40	2,825.89
Telephone receipts, interstate.....	12,135.87	11,456.80
Telephone receipts, intrastate.....	15,893.12	16,681.25
Other non-transmission revenues.....	149.50	-----
Commercial telegraph tolls, interstate, local.....	83,461.55	-----
Government telegraph tolls, interstate, local.....	1,818.95	-----
Press tel. tolls, interstate, local.....	2,957.57	-----
Operators' schooling.....	1,434.21	-----
Money transfer tolls.....	-----	2,677.08
Telegraph tolls on cable messages.....	-----	1,505.50
Land tolls on radio.....	-----	39.73
Rents from other operated property.....	-----	2,082.57
Miscellaneous rent income.....	-----	820.00
Interest income.....	-----	28.24
Total.....	\$ 315,207.23	\$ 305,649.59

## EXPENSES IN NORTH CAROLINA—1928

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Supervision of operations.....	\$ 74,075.51
Wages, operators.....	53,955.97
Wages, bookkeepers and clerks.....	30,293.08
Commission.....	4,827.97
Messenger service expenses.....	40,634.99
Telephone service.....	3,930.35
Rents and telegraph offices.....	40,505.00
Miscellaneous.....	7,995.62
Stationery and printing.....	10,754.63
Traffic damages.....	1,420.31
Accidents and damages.....	4,000.00
Law expenses connected with damages.....	719.40
Repairs of office equipment.....	5,693.17
Operating power.....	2,284.63
Advertising.....	3,167.40
Taxes.....	14,221.25
Tube expense.....	5.87
General law expenses.....	270.61
Minor rents for property.....	3,178.43
Salaries of general officers.....	2,303.60
Salaries of general office clerks.....	3,192.19
Supply store salaries and expenses.....	846.88
Central business bureau.....	612.46
Division cable bureaus.....	597.16
Development and research.....	179.05
Telegraph and telephone development.....	159.26
Valuation expenses.....	478.37
Expenses of general officers and clerks.....	704.60
General stationery and printing.....	463.22
Other general office expenses.....	1,597.33
Supervision of maintenance.....	346.72
Tool expenses.....	304.48
Repairs of aerial plant.....	34,865.78
Repairs of underground plant.....	288.19
Motor vehicle expenses.....	136.53
Bad customers.....	2,986.95
Pensions and relief.....	2,236.60
Surety account.....	194.31
Total.....	\$354,427.87

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EXPENSES IN NORTH CAROLINA—1929

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Supervision of maintenance.....	\$ 3,431.15
Repairs of office equipment.....	7,643.36
Repairs of aerial plant.....	35,388.86
Repairs of underground plant.....	1,037.90
Repairs of buildings and grounds.....	2.27
Testing and regulating.....	199.87
Minor rents for property.....	8,327.48
Supervision of operations.....	28,562.85
Operators.....	117,809.56
Telegraph office clerks.....	32,821.89
Messenger service expenses.....	45,791.09
Operating power.....	2,740.63
Rents of telegraph offices.....	43,605.78
Telegraph office stationery and printing.....	9,613.95
Miscellaneous telegraph office expenses.....	16,123.82
Obtaining stock and commercial news.....	73.36
Commissions.....	834.94
Advertising and soliciting.....	237.04
Traffic damages.....	2,030.30
Other conducting operations expenses.....	7.41
Salaries of general officers.....	804.73
Salaries of general office clerks.....	2,612.59
Expenses of general officers and clerks.....	491.86
General stationery and printing.....	252.30
Other general office expenses.....	607.89
General law expense.....	364.14
Insurance.....	767.73
Accidents and damage.....	536.19
Law expenses connected with damages.....	337.48
Relief department and pensions.....	3,672.73
Valuation expenses.....	31.49
Uncollectible operation revenues.....	1,779.75
Taxes assignable to operations.....	7,165.39
Telephone transmission tolls.....	9,378.45
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Total.....	\$385,435.58

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**WESTERN UNION TELEGRAPH COMPANY**

Organized April, 1851, under Laws of New York

**PRINCIPAL OFFICERS—1928-1929**

Title	Name	Official Address
President.....	Newcomb Carlton.....	New York, N. Y.
Vice-President.....	G. W. E. Atkins (1928).....	New York, N. Y.
Vice-President.....	Stanley J. Goddard (1929).....	London, Eng.
Secretary.....	A. F. Burleigh.....	New York, N. Y.
Treasurer.....	G. K. Huntington.....	New York, N. Y.
General Auditor.....	H. W. Ladd.....	New York, N. Y.
General Solicitor.....	F. R. Stark.....	New York, N. Y.
General Attorney.....	R. H. Overbaugh.....	New York, N. Y.

**PROPERTY OPERATED**

	Entire System		North Carolina	
	1928	1929	1928	1929
Number of telegraph offices.....	28,842	25,061	516	514
Miles pole lines.....	216,169	216,956	4,220	4,207
Miles of open wire.....	1,587,751	1,600,344	31,335	30,455
Miles of cable.....	38,919	39,088	25	21
Miles of wire in cables.....	301,881	333,676	1,231	1,275

**CAPITAL STOCK, ETC.**

	1928	1929
Capital stock.....	\$105,000,000.00	\$105,000,000.00
Plant, equipment, real estate.....	288,426,941.84	311,392,363.57
Total assets.....	350,424,344.50	359,222,803.28
Surplus.....	86,357,183.06	95,635,227.85
Gross operating revenue.....	136,449,512.70	145,667,195.54



## RECEIPTS IN NORTH CAROLINA

	1928	1929
Intrastate:		
Commercial telegraph tolls.....	\$ 399,091.73	\$ 390,132.72
Government telegraph tolls.....	276.86	425.01
Press telegraph tolls.....	21,639.99	21,238.13
Messenger service revenues.....	9,087.99	9,569.98
Money transfer premiums and tolls.....	20,828.87	22,032.06
Miscellaneous revenues.....	7,572.37	7,027.28
Total.....	458,488.71	450,425.18
Interstate:		
Commercial telegraph tolls.....	\$ 1,238,516.23	\$ 1,229,435.15
Government telegraph tolls.....	848.20	1,331.64
Press telegraph tolls.....	15,014.86	18,862.24
Money transfer premiums and tolls.....	67,028.57	69,506.61
Stock and commercial news revenues.....	111,607.35	112,743.80
Time service revenues.....	19,589.41	19,274.25
Miscellaneous revenues.....	22,318.79	*23,575.66
Total.....	\$ 1,474,923.41	\$ 1,474,729.35
Grand total.....	\$ 1,933,412.12	\$ 1,925,154.53

## EXPENSES IN NORTH CAROLINA

	1928	1929
Conducting operations.....	\$ 1,293,465.97	\$ 1,345,669.10
Maintenance.....	426,375.99	471,706.92
General expenses.....	71,061.32	71,032.36
Taxes.....	82,924.64	69,365.33
Total.....	\$ 1,873,827.92	\$ 1,957,773.71

**GAS, ELECTRIC LIGHT AND POWER COMPANIES****ASHEVILLE GAS COMPANY**

Incorporated October 15, 1929, under the laws of Delaware.

Main office: Asheville, N. C.

Officers (1929): President, Walter Whetstone, Philadelphia; vice president, B. F. Pickard, Philadelphia; Secretary, C. A. McClure, Philadelphia; treasurer, H. W. Boutiller, Philadelphia.

Gas plant operated at Asheville, N. C.

**BALANCE SHEET—1929**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$1,302,466.61	Capital Stock.....	\$1,368,500.00
Cash.....	18,466.69	Accounts payable.....	22,593.89
Accounts receivable.....	56,981.50	Consumer's deposits.....	1,865.50
Interest and dividends receivable..	250.00	Taxes accrued.....	2,752.59
Materials and supplies.....	20,458.40	Interest accrued.....	16.60
Prepayments.....	266.06	Miscellaneous accrued liabilities	157.27
Miscellaneous suspense.....	2,441.22	Retirement reserve.....	1,995.62
Profit and loss—deficit.....	39.43	Miscellaneous Unadjusted credits.....	3,488.44
Total.....	\$1,401,369.91	Total.....	\$1,401,369.91

**OPERATING REVENUE AND EXPENSES**

	1929
Operating revenue.....	\$21,949.48
Operating Expenses.....	17,536.11



## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1929
Types of gas-making apparatus (coal, water, oil).....	Coal Gas
Number of coal gas benches.....	6
Total rated generating capacity.....	600
Total plant generating capacity—M. C. F. per day.....	600
Total holder capacity—M. C. F.....	300
Total rated steam boiler capacity H. P. ....	50
Annual production coal gas—M. C. F.....	20,085
	This Year      Last Year
Total gas manufactured, all kinds (M. C. F.).....	20,055.2
Total gas delivered to mains (M. C. F.) .....	20,055.3
Total gas sales to consumers (M. C. F.).....	16,792.4
Total gas used by company (M. C. F.).....	
Total gas unaccounted for (M. C. F.).....	3,262.9
Per cent unaccounted for (M. C. F.).....	
Tons of coal carbonized during year—Tons.....	1,691
By-products made:	
Coke—tons.....	1,098
Tar—gals.....	16,910
Average yield during year per pound of coal carbonized—cubic feet.....	5.94
Average calorific value of gas—B. T. U.....	540
Average cost of coal delivered per ton (2,000 lbs.),.....	\$ 4.45
Total miles of gas mains.....	61
Average pressure at consumers' meters—inches.....	4
Maximum pressure at consumers' meters—inches.....	6
Minimum pressure at consumers' meters—inches.....	3
Maximum day (24 hour) send-out during year—M. C. F.....	318
Total number regular meter customers.....	2,965
Total number prepaid meter customers.....	
Total number all customers.....	2,665

**CAROLINA GAS AND ELECTRIC COMPANY****HISTORY**

Incorporated June 2, 1927, under Laws of North Carolina.

Principal office: Kinston, N. C.

Officers: (1928) President, R. A. Blackwood, Kinston; Vice-President, H. A. Clark, New York; Secretary, S. C. Bragaw, Washington, N. C.; Treasurer, E. W. Freeman, New York.

Officers: (1929) President, C. I. Crippen, New York; Vice-President, John A. Weiser, Kinston, N. C.; Treasurer, C. R. Beddows, New York; Secretary, S. C. Bragaw, Washington, N. C.

**TOWNS AND CITIES SERVED WITH ELECTRICITY**

(1928) Pallocksville, Trenton, Jacksonville, Bridgeton, Arapahoe, Bayboro, Oriental, Grifton, Pink Hill, Deep Run, Maysville, Belgrade, James City, Grantsboro, Alliance.

**TOWNS AND CITIES SERVED WITH GAS**

(1928-1929) Greenville, Washington, New Bern, Goldsboro, Kinston, Fayetteville.

**OPERATING REVENUE AND EXPENSES**

	1928	1929
Electric:		
Operating Revenue.....	\$ 55,260.37	-----
Operating expenses.....	50,295.03	-----
Gas:		
Operating revenue.....	\$ 242,687.51	\$ 257,307.58
Operating expenses.....	209,747.61	209,166.84

**BALANCE SHEET—1928**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1928	Title of Account	Balance at End of Year 1928
Fixed capital.....	\$1,755,376.13	Capital stock.....	\$ 515,000.00
Cash.....	3,943.60	Long-term debt.....	1,201,482.71
Accounts receivable.....	80,074.01	Accounts payable.....	11,804.51
Materials and supplies.....	67,365.20	Consumer's deposits.....	10,068.77
Prepayments.....	7,534.36	Miscellaneous accrued liabilities.....	6,320.43
Miscellaneous current asset.....	79.18	Reserve for replacement.....	91,854.61
Miscellaneous investments.....	11,350.00	Uncollectable accounts.....	1,231.82
Miscellaneous special funds.....	51.00	Appropriated surplus.....	6,753.26
Unamortized debt expense.....	5,437.25	Miscellaneous reserves.....	830.67
		Profit and loss—surplus.....	85,862.31
Total.....	\$1,931,210.73	Total.....	\$1,931,210.73



## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1929	Title of Account	Balance at End of Year 1929
Fixed capital.....	\$1,470,784.07	Capital stock.....	\$ 515,000.00
Cash.....	3,909.44	Long-term debt.....	1,570,000.00
Notes receivable.....	393.88	Accounts payable.....	6,274.06
Accounts receivable.....	70,431.82	Consumer's deposits.....	10,539.71
Interest and dividends receivable.....	23.80	Taxes accrued.....	3,955.34
Materials and supplies.....	54,491.23	Interest accrued.....	71,105.57
Prepayments.....	7,785.55	Miscellaneous accrued liabilities.....	273.39
Miscellaneous investments.....	11,100.00	Retirement reserve.....	107,577.53
Clearing or apportionment accounts.....	1,998.62	Contributions for extensions.....	129.26
Work in progress.....	1,108.25	Miscellaneous reserves.....	3,564.69
Miscellaneous suspense.....	70,124.97	Profit and loss—surplus.....	73,732.08
Reacquired securities—bonds....	670,000.00		
Total.....	\$2,362,151.63	Total.....	\$2,362,151.63

## STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1928
Rated capacity in kilowatts of generators installed—Combustion engine.....	70
Number of kilowatt hours generated during year—Combustion engine.....	
Number of kilowatt hours received from other companies.....	997,455
K. W. H. lost in distribution and otherwise unaccounted for.....	340,587
K. W. H. delivered at consumers' premises—sales.....	656,868

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Types of gas-making apparatus (coal, water, oil)-----	Water	Water
Number of water gas sets-----	10	10
Total rated generating capacity-----	2,150	2,150
Total plant generating capacity-----		
Total holder capacity—M. C. F.-----	530	530
Total rated steam boiler capacity—H. P.-----	650	650
Total gas manufactured, all kinds (C. F.)-----	150,000,000	160,799,000
Total gas delivered to mains (C. F.)-----	150,000,000	160,656,000
Total gas sales to consumers (C. F.)-----	113,330,800	126,470,000
Total gas used by company (C. F.)-----	1,400,000	1,696,000
Total gas unaccounted for (C. F.)-----	33,000,000	32,490,000
Per cent unaccounted for (C. F.),-----	22	20
Tons of coal carbonized during year-----		
Gallons of gas oil used during year-----	424,000	505,653
Gallons of tar used during year-----	1,015	7,166
Average gallons of oil used per M. C. F. of gas manufactured-----	3.1	3.14
Average calorific value of gas—B. T. U.-----	553	550
Average cost of coal delivered per ton (2000 lbs.)-----	\$5.00	\$5.00
Average cost of coke delivered per ton (2000 lbs.)-----	\$7.50	\$7.82
Average cost of gas oil used per gallon-----	7	6.34
Total miles of gas mains-----	88	95
Average pressure at consumers' meters—inches-----	4	4
Maximum pressure at consumers' meters—inches-----	5	5
Minimum pressure at consumers' meters—inches-----	3½	3½
Maximum day (24 hours) send-out during year—M. C. F.-----	106	711
Total number regular meter customers-----	3,320	3,413
Total number prepaid meter customers-----	708	727
Total number all customers-----	4,028	4,140



## CAROLINA POWER AND LIGHT COMPANY

Incorporated April 6, 1926, under general laws of North Carolina.

The principal office is at 5 West Hargett Street, Raleigh, N. C.

Officers: (1928-1929) S. Z. Mitchell, Chairman of Board, New York, N. Y.; B. S. Jerman, President, Raleigh, N. C.; Wm. Darbee, Vice-President, New York, N. Y.; P. A. Tillery, Vice-President, Raleigh, N. C.; E. W. Hill, Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; H. L. Martin, Asst. Secretary, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; G. J. Hickman, Asst. Treasurer, New York, N. Y.; C. J. Curry, Asst. Secretary and Treasurer, Raleigh; B. M. Jones, Asst. Secretary and Treasurer, Asheville, N. C.

## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1928	Title of Account	Balance at End of Year 1928
Fixed capital.....	\$79,914,031.29	Capital stock.....	\$ 4,340,072.62
Cash.....	2,998,031.69	Capital stock subscribed.....	185,105.00
Notes receivable.....	5,676,062.46	Long term debt.....	38,951,000.00
Accounts receivable.....	1,055,879.59	Accounts payable.....	149,496.48
Materials and supplies.....	978,601.44	Consumers' deposits.....	205,811.39
Prepayments.....	27,220.32	Consumers' extension deposits..	69,223.95
Miscellaneous current assets...	38,039.54	Dividends declared.....	698,118.25
Subscribers to capital stock....	237,011.36	Miscellaneous current liabilities..	13,598.88
Investments in affiliated Cos....	2.00	Taxes accrued.....	671,094.24
Miscellaneous investments.....	50,303.00	Interest accrued.....	531,895.67
Special deposits.....	10,375.00	Miscellaneous accrued liabilities	4,459.40
Unamortized debt expense.....	438,902.87	Retirement reserve.....	2,910,367.82
Clearing or apportionment acts..	82,914.76	Casualty and ins. reserve.....	161,479.87
Work in progress.....	2,580,135.57	Contributions for extensions....	6,693.32
Miscellaneous suspense.....	106,012.14	Contingency reserve.....	98,056.54
Reacquired securities-bonds.....	106,000.00	Miscellaneous reserve.....	271,325.38
Treasury securities-stock.....	23,810.00	Mis. unadjusted credits.....	20,642.06
		Profit and loss—surplus.....	5,968,199.49
Total.....	\$94,323,640.36	Total.....	\$94,323,640.36

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1929	Title of Account	Balance at End of Year 1929
Fixed capital.....	\$78,517,126.42	Capital stock.....	\$43,473,041.62
Cash.....	6,229,010.54	Long term debt.....	46,943,000.00
Notes receivable.....	3,710,037.99	Accounts payable.....	100,910.82
Int. and div. receivable.....	210.18	Consumers' deposits.....	175,679.05
Materials and supplies.....	912,429.24	Consumers' extension deposits.....	46,545.64
Prepayments.....	20,319.82	Dividends declared.....	550,241.75
Miscellaneous current assets.....	33,849.50	Miscellaneous current liabilities.....	17,973.30
Subscribers to capital stock.....	16,236.00	Taxes accrued.....	1,029,077.16
Investments in aff. cos.....	2.00	Interest accrued.....	632,763.94
Miscellaneous investments.....	50,703.00	Miscellaneous accrued liabilities.....	3,808.18
Special deposits.....	10,375.00	Retirement reserve.....	3,329,608.45
Unamortized debt expense.....	854,769.04	Casualty and ins. reserve.....	134,921.21
Clearing or appmnt accts.....	71,822.71	Contributions for extensions.....	4,731.07
Work in progress.....	11,724,587.92	Contingency reserve.....	91,253.84
Miscellaneous suspense.....	110,270.43	Miscellaneous reserve.....	390,896.11
Reacquired securities stock.....	68,757.00	Mis. unadjusted credits.....	53,148.54
Treasury securities—bonds.....	106,000.00	Profit and loss—surplus.....	6,523,826.17
Total.....	\$103,501,408.85	Total.....	\$103,501,408.85

## TOWNS AND CITIES SERVED WITH ELECTRICITY RETAIL

(1928): Aberdeen, N. C., Alma, N. C., Andrews, S. C., Angier, N. C., Ansonville, N. C., Arden, N. C., Asheboro, N. C., Asheville, N. C., Autryville, N. C., Bahama, N. C., Bald Creek, N. C., Balsam, N. C., Banardsville, N. C., Beaverdam, N. C., Bethune, S. C., Biltmore, N. C., Biscoe, N. C., Bishopville, S. C., Black Mountain, N. C., Bladenboro, N. C., Blaney, S. C., Bonlee, N. C., Brickton, N. C., Broadway, N. C., Buies Creek, N. C., Bunn, N. C., Bynum, C. N., Cades, S. C., Cameron, N. C., Candler, N. C., Candor, N. C., Canton, N. C., Carbondon, N. C., Carthage, N. C., Cary, N. C., Cheraw, S. C., Chesterfield, S. C., Chunn's Cove, N. C., Clinton, N. C., Clio, S. C., Clyde, N. C., Coats, N. C., Community, N. C., Craggy, N. C., Cumnock, N. C., Cypress, S. C., Darlington, S. C., Democrat, N. C., Dillon, S. C., Dovesville, S. C., Dunn, N. C., Ellerbe, N. C., Elliott, S. C., Ether, N. C., Fairmont, N. C., Fairview, N. C., Fletcher, N. C., Florence, S. C., Four Oaks, N. C., Franklinton, N. C., Franklinville, N. C., Fuquay Springs, N. C., Garner, N. C., Georgetown, S. C., Goldsboro, N. C., Goldston, N. C., Greeleyville, S. C., Gulf, N. C., Hamlet, N. C., Hartsville, S. C., Haywood, N. C., Hazelwood, N. C., Heineman, S. C., Helena, N. C., Hemp, N. C., Henderson, N. C., Hoffman, N. C., Holly Springs, N. C., Hot Springs, N. C., Inanda, N. C., Jackson Springs, N. C., Jefferson, S. C., Jonesboro, N. C., Kenilworth, N. C., Kenly, N. C., Kingstree, S. C., Kittrell, N. C., Knightsdale, N. C., Lake City, S. C., Lakeview, N. C., Lakeview, S. C., Lamar, S. C., Lanes, S. C., Latta, S. C., Legger, N. C., Leicester, N. C., Liberty, N. C., Lilesville, N. C., Lillington, N. C., Little Rock, S. C., Littleton, N. C., Lugoff, S. C., Lynchburg, S. C., Macon, N. C., Manly, N. C., Manning, S. C., Marion, S. C., Marston, N. C., Maxton, N. C., Mayesville, S. C., Micro, N. C., Moncure, N. C., Morrisville, N. C., Morven, N. C., Mullins, S. C., McBee, S. C., McColl, S. C., Mt. Groghan, S. C., Mt. Gilead, N. C., Mt. Olive, N. C., Mt. Vernon, N. C., Niagara, N. C., Nichols, S. C., Norlina, N. C., Olanto, S. C., Orrum, N. C., Oxford, N. C., Pageland, S. C., Peachland, N. C., Pembroke, N. C., Pinebluff, N. C., Pine Level, N. C., Pittsboro, N. C., Polkton, N. C., Princeton, N. C., Proctorville, N. C., Raeford, N. C., Raleigh, N. C., Ramseur, N. C., Ridgeway, N. C., Rockingham, N. C., Rolesville, N. C., Roseboro, N. C., Rougemont, N. C., Rowland, N. C., Roxboro, N. C., Ruby, S. C., Salemburg, N. C., Sanford, N. C., Saunook, N. C., Scranton, S. C., Seagrove, N. C., Siler City, N. C., Skyland, N. C., Society Hill, S. C., South Biltmore, N. C., Southern Pines, N. C., Spring Hope, N. C., Spruce Pine, N. C., Staley, N. C., Star, N. C., Stedman, N. C., Stockville, N. C., Stovall, N. C., Summerton, S. C., Sumter, S. C., Swannanoa, N. C., Swiss, N. C., St. Pauls, N. C., Tatum, S. C., Timmonsville, S. C., Troy, N. C., Varina, N. C., Vass, N. C., Vaughn, N. C., Wadesboro, N. C., Wagram, N. C., Warren Plains, N. C.,



Warrenton, N. C., Weaverville, N. C., Wendell, N. C., West End, N. C., Wilson's Mills, N. C., Wise, N. C., Woodfin, N. C., Youngsville, N. C., Zebulon.

(1929) Additions: Auburn, N. C., Bonsal, N. C., Carpenter, N. C., Castalia, N. C., Falcon, N. C., Godwin, N. C., Hope Mills, N. C., Lumber Bridge, N. C., Merry Oaks, N. C., Milton, N. C., Momeyer, N. C., New Hill, N. C., Pamplico, N. C., Parkton, N. C., Semora, N. C., Stanhope, N. C., Stem, N. C., Vander, N. C., Wade, N. C., Yanceyville, N. C.

Eliminations: Beaverdam, N. C., Biltmore, N. C., South Biltmore, N. C.

#### TOWNS AND CITIES SERVED WITH ELECTRICITY—WHOLESALE

(1928): Apex, Benson, Brickhaven, Cedar Falls, Central Falls, Clayton, Cumberland, Cumnock, Colon, Camden, Erwin, Falls Neuse, Gayetteville, Tremont, Hope Mills, Kollock, S. C., LaGrange, Longhurst, Lumberton, Laurinburg, Marshall, Overhills, Pikeville, Pinehurst, Pee Dee, Selma, Smithfield, St. Pauls, Wake Forest, Worthville, Waynesville, Youngsville, Laurel Hill.

(1929) Eliminations: Hope Mills, N. C.

#### TOWNS AND CITIES SERVED WITH GAS

\*Asheville, \*Raleigh.

\*Plant sold October 17, 1929.

#### CITIES IN WHICH STREET RAILWAYS ARE OPERATED

Asheville, Raleigh.

#### OPERATING REVENUE AND EXPENSES

	1928	1929
<b>Electric Department</b>		
Total operating revenue.....	\$8,012,463.93	\$8,408,072.85
Total operating expenses.....	3,625,003.30	2,532,830.28
<b>Gas Department</b>		
Asheville:		
Total operating revenue.....	159,528.86	129,680.00
Total operating expenses.....	81,017.14	66,000.00
Raleigh:		
Total operating revenue.....	265,181.77	259,000.00
Total operating expenses.....	125,608.21	132,000.00
<b>Street Railway Department</b>		
Asheville:		
Total operating revenue.....	359,410.59	334,875.95
Total operating expenses.....	198,210.32	202,353.69
Raleigh:		
Total operating revenue.....	174,258.93	164,128.09
Total operating expenses.....	103,268.82	113,346.53

## ELECTRIC OPERATING REVENUE AND EXPENSES—NORTH CAROLINA

Division	1928		1929	
	Total Operating Revenue	Total Operating Expenses	Total Operating Revenue	Total Operating Expenses
Asheboro.....	\$ 213,193.90	\$ 20,533.72	\$ 242,149.57	\$ 26,910.35
Asheville.....	1,646,232.44	216,695.90	1,647,108.18	217,275.73
Clinton.....	62,205.20	13,243.23	71,199.95	14,484.75
Dunn.....	557,964.18	25,692.36	644,270.35	34,827.94
Goldsboro.....	472,495.16	41,811.01	497,199.48	43,187.82
Hamlet.....	118,828.95	13,151.02	122,104.16	14,170.93
Henderson.....	442,713.64	41,580.79	485,448.56	42,726.28
Maxton.....	627,319.36	28,472.11	618,817.28	27,513.56
Oxford.....	90,518.32	11,162.68	99,343.50	11,585.31
Raleigh.....	966,771.10	86,902.77	1,066,254.97	90,215.29
Rockingham.....	381,665.58	16,811.76	376,626.69	17,387.79
Roxboro.....	137,463.82	9,534.62	153,379.00	11,970.94
Sanford.....	200,529.28	20,544.02	205,644.24	25,299.71
Southern Pines.....	198,090.70	26,654.92	241,128.20	24,599.52
Troy.....	130,974.01	13,521.03	123,100.58	12,982.48
Wadesboro.....	159,221.65	13,194.46	170,424.97	15,245.48
Wendell-Zebulon.....	86,819.14	9,938.20	82,749.37	13,214.40
Total.....	\$6,493,006.43	\$ 609,444.60	\$6,846,949.05	\$ 643,598.28

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR  
(All Plants)

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	46,750	46,750
Rated capacity in kilowatts of generators installed—hydraulic.....	98,300	98,300
Number of hours plant was operated during year.....	8,784	8,760
Number of kilowatt hours generated during year—steam (net output).....	27,779,000	21,932,710
Number of K. H. generated during year—hydraulic (net output).....	261,482,000	396,615,540
Average number of kilowatt hours generated per hour in operation.....	32,930	47,760
Maximum peak load on plant during year, in kilowatts (estimated).....	85,000	108,000
Average load factor on plant during year.....	38.8	44.2
Number of kilowatt hours received from other companies.....	141,167,000	91,639,314
Total K. W. H. generated and received (4+5+9).....	430,427,000	510,187,564
K. W. H. used in station and station loss.....		
K. W. H. delivered to transmission system (10-11).....	430,427,000	510,187,564
K. W. H. loss in transmission and transformation.....		
Per cent transmission and transformation (loss 13÷12).....		
K. W. H. used by company.....	7,217,214	7,372,309
K. W. H. lost in distribution and otherwise unaccounted for.....	89,678,544	108,069,494
Per cent distribution loss and otherwise unaccounted for (16÷15).....	20.9	21.2
K. W. H. delivered at consumers' premises—sales (15-16).....	333,531,242	394,745,764
K. W. H. delivered transmission system by steam plant.....		



## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

## (Asheville Gas Plant)

	1928	1929
Types of gas-making apparatus-----	Coal Gas	
Number of coal gas benches-----	6	
Total rated generating capacity (M. C. F. per day)-----	420	
Total rated generating capacity (M. C. F. per day)-----	420	
Total plant generating capacity (M. C. F. per day)-----		
Total holder capacity (M. C. F.)-----	300	
Annual production coal gas (M. C. F.)-----	96,422	
Total gas manufactured, all kinds (M. C. F.)-----	96,422	77,908.2
Total gas delivered to mains (M. C. F.)-----	96,482	77,908.2
Total gas sales to consumers (M. C. F.)-----	87,640	70,519.1
Total gas used by company (M. C. F.)-----	327.9	228.8
Total gas unaccounted for (M. C. F.)-----	8,513.3	7,160.3
Per cent unaccounted for (M. C. F.)-----	8.8	
Tons of coal carbonized during year-----	8,442	6,999.6
Gallons of gas oil used during year-----		
By-products made:		
Coke (tons)-----	5,486.7	4,393.8
Tar (gals)-----	84,420	80,128
Average yield during year per pound of coal carbonized (cu. ft.)-----	5.71	
Average calorific value of gas (B. T. U.)-----	548	
Average cost of coal delivered per ton (2000 lbs.)-----	\$4.54	
Total miles of gas mains-----	56	
Average pressure at consumers' meters (inches)-----	5.0	
Maximum pressure at consumers' meters (inches)-----	8.5	
Minimum pressure at consumers' meters (inches)-----	3.0	
Maximum day (24 hours) send-out during year (M. C. F.)-----	314.0	
Total number regular meter customers-----	2,615	
Total number prepaid meter customers-----		
Total number all customers-----	2,615	

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

## (Raleigh Gas Plant)

	1928	1929
Types of gas-making apparatus.....	Coal & Water	Coal & Water
Number of coal gas benches.....	8	-----
Total rated generating capacity (M. C. F. per day).....	560	-----
Number of water gas sets.....	1	-----
Total rated generating capacity.....	160	-----
Total plant generating capacity (M. C. F. per day).....	720	-----
Total holder capacity (M. C. F.).....	250	-----
Total rated steam boiler capacity (H. P.).....	150	-----
Annual production coal gas (M. C. F.).....	145,480	-----
Annual production water gas (M. C. F.).....	43,909.6	-----
Total gas manufactured, all kinds (M. C. F.).....	189,389.6	155,816.4
Total gas delivered to mains (M. C. F.).....	189,272.6	155,816.4
Total gas sales to consumers (M. C. F.).....	149,351.8	141,038.2
Total gas used by company (M. C. F.).....	686.9	457.6
Total gas unaccounted for (M. C. F.).....	39,233.9	14,320.6
Per cent unaccounted for (M. C. F.).....	20.7	-----
Tons of coal carbonized during year.....	12,597.6	10,499.2
Gallons of gas oil used during year.....	154,022	-----
By-products made:		
Coke.....	7,588.4	6,590.7
Tar.....	186,974	120,192
Average yield during year per pound of coal carbonized (cu. ft.).....	5.77	-----
Average gallons of oil used per M. C. F. of gas manufactured (gal.).....	3.51	-----
Average calorific value of gas (B. T. U.).....	538	-----
Average cost of coal delivered per ton (2000 lbs.).....	5.53	-----
Average cost of gas oil used per gallon (cents).....	7.1	-----
Total miles of gas mains.....	76.8	-----
Average pressure at consumers' meters (inches).....	5	-----
Maximum pressure at consumers' meters (inches).....	6	-----
Minimum pressure at consumers' meters (inches).....	3	-----
Maximum day (24 hours) send-out during year (M. C. F.).....	681	-----
Total number regular meter customers.....	4,274	-----
Total number prepaid meter customers.....	54	-----
Total number all customers.....	4,328	-----



STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION  
DURING YEAR

(Asheville)

	1928	1929
Rated capacity in kilowatts of generators installed (K.W.)-----		
Number of kilowatt hours generated during year (K.W.H.)-----		
Number of kilowatt hours purchased during year (K.W.H.)-----		
Total D.C. kilowatt hours delivered to railway feeders during year (K.W.H.)-----	3,637,876	3,834,655
Maximum 2-minute peak or demand on railway feeders during year (K.W.)-----	1,300	N.A.
Number of rotary converters and motor-generator sets-----	4	4
Rated K.W. capacity-----	1,400	1,400
Number of hours railway operated during year-----	6,588	6,500
Total number of revenue passengers carried during year-----	6,124,226	5,743,759
Average number of cars operated-----	28	28
Total car hours operated during year-----	158,573	158,940
Total car miles operated during year-----	1,380,083	1,380,784
Number of passenger cars owned (motor)-----	36	36
Number of passenger cars owned (trail)-----		
Number of freight and express cars owned-----	8	8
Total all cars owned-----	44	44
Miles of first main track (route miles)-----	17.29	17.29
Miles of second main track (miles of double track)-----	2.20	2.20
Miles of sidings, crossovers, car-house and storage track-----	1.30	1.30
Total track mileage-----	20.79	20.79
Miles of single track paved by railway company-----	14.50	14.50
Miles of double track paved by railway company-----	1.35	1.35

No busses operated in connection with street railway (Discontinued).

Number passengers carried 1928, 31,336.

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION  
DURING YEAR

(Raleigh)

	1928	1929
Rated capacity in kilowatts of generators installed (K.W.)		
Number of kilowatt hours generated during year (K.W.H.)		
Number of kilowatt hours purchased during year (K.W.H.)		
Total D.C. kilowatt hours delivered to railway feeders during year (K.W.H.)	1,572,630	1,593,490
Maximum 2-minute peak or demand on railway feeders during year (K.W.)	575	N.A.
Number of rotary converters and motor-generator sets	2	2
Rated K.W. capacity	1,000	1,000
Number of hours railway operated during year	6,588	6,500
Total number of revenue passengers carried during year	2,328,808	2,192,430
Average number of cars operated	13	13
Total car hours operated during year	89,915	88,991
Total car miles operated during year	633,317	704,337
Number of passenger cars owned (motor)	32	32
Number of passenger cars owned (trail)		
Number of freight and express cars owned	2	2
Total all cars owned	34	34
Miles of first main track (route miles)	11.61	11.61
Miles of second main track (miles of double track)	2.37	2.37
Miles of sidings, crossovers, car-house and storage track	.48	.48
Total track mileage	14.46	14.46
Miles of single track paved by railway company	6.15	6.15
Miles of double track paved by railway company	1.93	1.93
Busses:		
Number owned	3	3
Seating capacity	58	63
Average number busses operated	1	1
Average daily seating capacity	21	21
Length of bus route (miles)	1.5	1.5
Car miles operated		51,447
Number of revenue passengers carried	110,276	88,258
Total passengers carried		92,674
Average fare (cents)		7.25



CONCORD AND KANNAPOLIS GAS COMPANY

Incorporated 1917, under general Laws of North Carolina.

Principal office, Concord.

Officers: (1928-1929) A. E. Pierce, President, Chicago; R. L. Aagee, Vice-President, Chicago; Geo. R. Horning, Vice-President, Chicago; W. S. McCollough, Treasurer, Chicago; W. W. Winter, Asst. Treasurer, Chicago; W. M. McFarland, Secretary, Chicago.

1929: Ben H. Ely, Chicago, succeeded W. W. Winter as Assistant Treasurer.

Towns and Cities served with gas: Concord and Kannapolis.

BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1928	Title of Account	Balance at End of Year 1928
Fixed capital.....	\$ 230,554.09	Capital stock.....	\$ 150,000.00
Cash.....	4,079.00	Accounts payable.....	3,073.99
Accounts receivable.....	12,782.39	Consumer's deposits.....	135.00
Materials and supplies.....	7,265.04	Taxes accrued.....	900.00
Prepayments.....	515.22	Advances from affiliated Cos.....	242.42
Investments in affiliated Cos.....	485.62	Retirement reserve.....	63,900.54
Work in progress.....	1,395.64	Miscellaneous reserves.....	98.28
Miscellaneous suspense.....	955.27	Profit and loss—surplus.....	39,682.04
Total.....	\$ 258,032.27	Total.....	\$ 258,032.27

BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1929	Title of Account	Balance at End of Year 1929
Fixed capital.....	\$ 232,096.26	Capital stock.....	\$ 150,000.00
Cash.....	6,943.35	Accounts payable.....	2,201.96
Accounts receivable.....	11,697.35	Consumer's deposits.....	172.00
Materials and supplies.....	5,398.15	Taxes accrued.....	900.00
Prepayments.....	384.31	Advances from affiliated Cos.....	88.93
Investments in affiliated Cos.....	5,942.12	Retirement reserve.....	61,480.58
Miscellaneous suspense.....	306.06	Miscellaneous reserves.....	988.92
Total.....	\$ 262,767.60	Profit and loss—surplus.....	46,935.21
		Total.....	\$ 262,767.60

## OPERATING REVENUE AND EXPENSES

	1928	1929
Operating Revenue.....	\$53,947.28	\$54,711.36
Operating expenses.....	37,119.55	27,556.49

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Types of gas-making apparatus.....	Coal and Water	Coal and Water
Number of coal gas benches (C. F. per day).....	2	2
Total rated generating capacity (C. F. per day).....	120,000	120,000
Number of water gas sets.....	1	1
Total rated generating capacity (C. F. per day).....	100,000	100,000
Total plant generating capacity (C. F. per day).....	220,000	220,000
Total holder capacity (M. C. F.).....	70,000	70,000
Total rated steam boiler capacity (H. P.).....	60	60
Annual production coal gas (M.C.F.).....	29,670	310,604
Annual production water gas (M. C. F.).....	2,373	618
Total gas manufactured, all kinds (M.C.F.).....	32,043.7	31,678.4
Total gas delivered to mains (M.C.F.).....	32,024.9	31,662.6
Total gas sales to consumers (M.C.F.).....	25,539.1	26,447.4
Total gas used by company (M.C.F.).....	485.8	381.2
Total gas unaccounted for (M.C.F.).....	6,000	4,834
Per cent unaccounted for (M.C.F.).....	18.7	15.3
Tons of coal carbonized during year.....	2,316	2,162
Gallons of gas oil used during year.....	8,246	2,172
By-products made:		
Coke (tons).....	1,507	1,405
Tar (gallons).....	23,138	23,999
Average yield during year per pound of coal carbonized (cu. ft.).....	6.30	6.40
Average gallons of oil used per M. C. F. of gas manufactured.....	3.60	3.5
Average calorific value of gas (B. T. U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.12	\$5.02
Average cost of gas oil used per gallon (cents).....	.7	.7
Total miles of gas mains (miles).....	29	30
Average pressure at consumers' meters (pounds).....	5	5
Maximum pressure at consumers' meters (pounds).....	7	7
Minimum pressure at consumers' meters (pounds).....	3	3
Maximum day (24 hours) send-out during year (C.F.).....	120,000	125,000
Total number regular meter customers.....	874	844
Total number prepaid meter customers.....	130	111
Total number all customers.....	1,004	955



## THE DURHAM GAS COMPANY

Incorporated January 4, 1928, under the laws of Maryland.

Main office: Durham, N. C.

Officers (1928-1929): President, Walter Whetstone, Philadelphia; Vice-President, V. F. Pickard, Philadelphia; Treasurer, Henry W. LeBoutillier, Philadelphia; Secretary, C. A. McClure, Philadelphia. 1929—Henry LeBoutillier succeeded C. A. McClure as Secretary.

## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1928	Title of Account	Balance at End of Year 1928
Fixed capital.....	\$ 870,501.67	Capital stock.....	\$ 80,000.00
Cash.....	4,955.80	Long-term debt.....	800,000.00
Accounts receivable.....	47,580.98	Consumer's deposits.....	5,975.58
Materials and supplies.....	21,325.47	Matured interest unpaid.....	9,050.56
Prepayments.....	3,677.73	Taxes accrued.....	4,390.41
Clearing or apportionment accounts.....	1,491.39	Interest accrued.....	5,409.99
Miscellaneous suspense.....	24.44	Advances from affiliated Cos.....	25,000.00
		Retirement reserve.....	1,940.06
		Miscellaneous reserves.....	9,151.13
		Profit and loss—surplus.....	8,639.75
Total.....	\$ 949,557.48	Total.....	\$ 949,557.48

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1929	Title of Account	Balance at End of Year 1929
Fixed capital.....	\$ 890,257.36	Capital stock.....	\$ 80,000.00
Cash.....	18,824.06	Long-term debt.....	800,000.00
Accounts receivable.....	77,732.14	Accounts payable.....	5,657.50
Interest and dividends receivable.....	75.00	Consumer's deposits.....	9,578.82
Materials and supplies.....	17,052.66	Taxes accrued.....	4,005.94
Prepayments.....	3,915.63	Interest accrued.....	37,731.93
Clearing or apportionment accounts.....	649.10	Advances from affiliated Cos.....	56,000.00
		Retirement reserve.....	5,920.26
		Miscellaneous reserves.....	11,025.46
		Profit and loss—deficit.....	1,413.96
Total.....	\$1,008,505.95	Total.....	\$1,008,505.95

## TOTAL REVENUE AND EXPENSES

	1928	1929
Total revenue.....	\$ 162,856.14	\$ 166,227.13
Total expenses.....	89,315.91	91,483.97

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Types of gas-making apparatus (coal, water, oil).....	Coal and Water	Coal and Water
Number of coal gas benches.....	5	5
Total rated generating capacity.....	300	300
Number of water gas sets.....	1	1
Total rated generating capacity.....	1,000	1,000
Total plant generating capacity (M.C.F. per day).....	1,300	1,300
Total holder capacity (M.C.F.).....	190	190
Total rated steam boiler capacity (H.P.).....	230	230
Annual production coal gas (M.C.F.).....	82,305	87,278
Annual production water gas (M.C.F.).....	23,142	25,056
Total gas manufactured, all kinds (M.C.F.).....	105,447	112,285
Total gas delivered to mains (M.C.F.).....	103,844	112,084
Total gas sales to consumers (M.C.F.).....	91,948	96,978
Total gas used by company (M.C.F.).....	297	290
Total gas unaccounted for (M.C.F.).....	11,774	15,015
Per cent unaccounted for (M.C.F.).....	11	15.5
Tons of coal carbonized during year.....	6,768	6,811
Gallons of gas oil used during year.....	68,288	71,416
By-products made:		
Coke (tons).....	4,399	8,240
Tar (gals.).....	81,216	206,284
Average yield during year per pound of coal carbonized (cu. ft.).....	6.08	6.41
Average gallons of oil used per M.C.F. of gas manufactured.....	2.94	2.85
Average calorific value of gas (B.T.U.).....	538	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.45	\$5.35
Average cost of gas oil used per gallon (cents).....	.0668	.06702
Total miles of gas mains.....	59.88	61.789
Average pressure at consumers' meters.....	6.5	6.5
Maximum pressure at consumers' meters.....	8	8
Minimum pressure at consumers' meters.....	5	5
Maximum day (24 hours) send-out during year (M.C.F.).....	378	414
Total number regular meter customers.....	2,264	2,463
Total number prepaid meter customers.....	404	357
Total number all customers.....	2,668	2,820



## DUKE POWER COMPANY

Incorporated April, 1917, under the General Laws of New Jersey

Main office: Charlotte, N. C.

Officers (1928-1929): President, G. G. Allen, New York; Secretary and Treasurer, W. C. Parker, New York; Vice-President, W. R. Perkins, New York; Vice-President, W. S. Lee, Charlotte, N. C., Vice-President, N. A. Cocke, Charlotte, N. C.; Vice-President, C. I. Burkholder, Charlotte, N. C.

Towns and Cities served with electricity, wholesale:

(1928): Albemarle, Benton Heights, Boiling Springs, Cherryville, Concord, Cornelius, Catawba, Dallas, Davidson, Ellenboro, Forest City, Gastonia, Granite Falls, Huntersville, Kings Mountain, Landis, Lexington, Lattimore, Lincolnton, Maiden, Monroe, Mooresboro, Mocksville, Newton, Rutherfordton, Shelby, Stanley, Spindale, Abbeville, S. C., Clinton, S. C., Due West, S. C., Easley, S. C., Greenwood, S. C., Greer, S. C., Newberry, S. C., Ninety Six, S. C., Prosperity, S. C., Pickens, S. C., Rock Hill, S. C., Seneca, S. C., Simpsonville, S. C., Westminster, S. C.

(1929): Added—Statesville. Eliminated—Ellenboro, Lathmore, Mooresboro, Mocksville, Simpsonville, S. C.

## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1928	Title of Account	Balance at End of Year 1928
Fixed capital.....	\$113,942,177.48	Capital stock.....	\$ 90,319,710.30
Cash.....	492,714.20	Long-term debt.....	47,310,000.00
Notes receivable.....	207,605.28	Notes payable.....	4,598,981.10
Accounts receivable.....	22,138,733.00	Accounts payable.....	672,641.16
Interest and dividends receivable.....	168,923.02	Dividends declared.....	1,805,657.00
Materials and supplies.....	1,400,401.08	Taxes accrued.....	1,423,951.82
Prepayments.....	48,422.90	Interest accrued.....	293,924.13
Investments in affiliated Cos..	24,570,785.00	Advances from affiliated Cos..	283,613.71
Sinking funds.....	18,126.53	Retirement reserve.....	11,356,835.37
Unamortized debt expense.....	1,948,328.67	Casualty and insurance reserve	367,662.57
		Miscellaneous unadjusted credits.....	8,049.23
		Profit and loss—surplus.....	6,495,190.77
Total.....	\$164,936,217.16	Total.....	\$164,936,217.16

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1929	Title of Account	Balance at End of Year 1929
Fixed capital.....	\$120,180,580.87	Capital stock.....	\$ 99,319,110.30
Cash.....	4,372,946.69	Long-term debt.....	47,042,000.00
Notes receivable.....	179,486.01	Accounts payable.....	755,858.75
Accounts receivable.....	7,735,937.14	Dividends declared.....	3,223,448.95
Interest and dividends receivable.....	354,848.62	Taxes accrued.....	1,354,586.14
Materials and supplies.....	1,385,835.89	Interest accrued.....	268,696.67
Prepayments.....	54,498.18	Advances from affiliated Cos..	362,753.73
Investments in affiliated Cos..	34,742,365.00	Retirement reserve.....	14,294,823.45
Miscellaneous investments.....	6,396,088.33	Casualty and insurance reserve	430,376.66
Sinking funds.....	24,408.53	Miscellaneous unadjusted credits.....	10,888.54
Unamortized debt expense.....	1,898,264.55	Profit and loss—surplus.....	9,902,716.62
Total.....	\$176,965,259.81	Total.....	\$176,965,259.81

## OPERATING REVENUE AND EXPENSES

	1928	1929
Operating revenue.....	\$ 17,064,914.32	\$ 17,867,134.20
Operating expenses.....	7,654,281.30	8,239,773.96

## STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Rated capacity in kilowatts of generators installed—steam....	175,400	285,400
Rated capacity in kilowatts of generators installed—hydraulic..	484,183	483,759
Number of kilowatt hours generated during year—steam.....	217,024,000	156,030,000
Number of kilowatt hours generated during year—hydraulic....	1,460,768,330	1,510,693,450
Number of kilowatt hours received from other companies.....	79,368,867	221,360,456
Total K.W.H. generated and received (4+5+9).....	1,757,161,197	1,888,083,906
K.W.H. used in station and station loss.....	34,563,221	37,447,953
K.W.H. delivered to transmission system (10—11).....	1,722,597,976	1,850,635,953
K.W.H. loss in transmission and transformation.....	257,585,889	270,692,729
Per cent transmission and transformation (loss 13 ÷ 12) .....	15.67	15.27
K.W.H. delivered distribution system (12—13).....	No Record	1,579,943,224
K.W.H. delivered at consumers' premises—sales (15—16).....	1,465,012,087	1,579,943,224
K.W.H. delivered transmission system by steam plant.....	209,462,200	151,952,800
Pounds of coal consumed (including banking) in producing above power.....	313,939,780	235,964,300
Average number of pounds of coal consumed per K.W.H. de- livered to transmission system (20 ÷ 19).....	1.5	1.5
B.T.U. per pound of coal.....	13,500	13,500
Rated capacity in horsepower of boilers installed.....	15,764	65,940



## DURHAM PUBLIC SERVICE COMPANY

Incorporated February 1, 1901.

Main office: Durham, N. C.

Officers (1928-1929): Vice-President and General Manager, R. L. Lindsey, Durham; Secretary and Treasurer, A. W. Grady, Durham.

Electricity retailed in Durham and Creedmoor.

Street Railway operated in Durham.

## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1928	Title of Account	Balance at End of Year 1928
Fixed capital.....	\$3,098,648.10	Capital stock.....	\$1,000,000.00
Cash.....	14,143.79	Long-term debt.....	1,900,000.00
Notes receivable.....	31,334.39	Accounts payable.....	136,658.18
Accounts receivable.....	305,137.83	Consumers' deposits.....	46,824.33
Interest and dividends receivable.....	517.19	Miscellaneous current liabilities.....	17,876.93
Materials and supplies.....	100,946.40	Taxes accrued.....	38,708.04
Prepayments.....	39,442.21	Interest accrued.....	32,916.64
Miscellaneous current asset.....	756.75	Miscellaneous accrued liabilities.....	*39.25
Investments in affiliated Cos.....	500.00	Advances from affiliated Cos.....	44,898.11
Miscellaneous investments.....	5,001.00	Retirement reserve.....	343,204.40
Unamortized debt expense.....	182,537.27	Contributions for extensions.....	14,550.45
		Miscellaneous reserves.....	70,704.29
		Profit and loss—surplus.....	132,662.81
Total.....	\$3,778,964.93	Total.....	\$3,778,964.93

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year 1929	Title of Account	Balance at End of Year 1929
Fixed capital.....	\$3,200,882.31	Capital stock.....	\$1,000,000.00
Cash.....	16,318.16	Long-term debt.....	1,900,000.00
Notes receivable.....	19,502.31	Accounts payable.....	106,102.51
Accounts receivable.....	283,109.34	Consumers' deposits.....	47,870.09
Interest and dividends receivable.....	374.70	Miscellaneous current liabilities.....	11,990.29
Materials and supplies.....	95,619.37	Taxes accrued.....	17,523.50
Prepayments.....	27,235.74	Interest accrued.....	33,088.01
Miscellaneous current asset.....	756.75	Miscellaneous accrued liabilities.....	15.92
Investments in affiliated Cos.....	1.00	Advances from affiliated Cos.....	80,786.23
Miscellaneous investments.....	1,251.00	Retirement reserve.....	378,040.64
Unamortized debt expense.....	173,523.23	Contributions for extensions.....	16,749.60
		Miscellaneous reserves.....	51,177.71
		Profit and loss—surplus.....	175,229.41
Total.....	\$3,818,573.91	Total.....	\$3,818,573.91

## OPERATING REVENUE AND EXPENSES

	1928	1929
Total operating revenue.....	\$1,420,465.63	\$1,384,818.05
Total operating expenses.....	1,041,892.74	1,015,547.29
Electric Department—		
Operating revenue.....	943,336.60	993,491.66
Operating expenses.....	815,633.49	838,483.49
Street Railway Department—		
Operating revenue.....	212,079.74	212,563.10
Operating expenses.....	233,696.57	234,359.32

## STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	3,100	3,100
Number of kilowatt hours generated during year—steam.....	24,100	-----
Number of kilowatt hours received from other companies.....	18,219,000	20,468,000
Total K.W.H. generated and received (4+5+9).....	18,243,100	20,468,000
K.W.H. used in station and station loss.....	42,000	45,780
K.W.H. delivered to transmission system (10—11).....	18,201,100	20,422,220
K.W.H. loss in transmission and transformation.....	708,600	798,800
Per cent transmission and transformation (loss 13 ÷ 12).....	3.9	3.9
K.W.H. delivered distribution system (12—13).....	17,492,500	19,623,420
K.W.H. lost in distribution and otherwise unaccounted for.....	1,729,769	1,610,456
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15).....	9.8	8.2
K.W.H. delivered at consumers' premises—sales (15—16).....	13,292,126	18,012,964
Pounds of coal consumed (including banking) in producing above power.....	250,300	-----
Rated capacity in horsepower of boilers installed.....	190	190
Square feet heating surface in boiler feed water economizers.....	1,724	1,724



## STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

	1928	1929
Total D.C. kilowatt hours delivered to railway feeders during year	892,959	791,265
Number of rotary converters and motor-generator sets	2	2
Rated K.W. capacity	500	300
Number of hours railway operated during year	390,032	6,556
Total number of revenue passengers carried during year	2,632,447	2,606,970
Average number of cars operated	6	6
Total car hours operated during year	390,032	34,165
Total car miles operated during year	328,189	271,570
Number of passenger cars owned (motor)	19	12
Number of passenger cars owned (trail)		
Number of freight and express cars owned	1	
Total all cars owned	20	12
Miles of first main track (route miles)	5.67	3.89
Miles of second main track (miles of double track)		
Miles of sidings, crossovers, car-house and storage track		
Total track mileage	5.67	3.89
Miles of single track paved by railway company	7.40	7.40
Miles of double track paved by railway company	2.12	2.12
Busses:		
Number owned	18	20
Seating capacity	414	464
Average number operated	12	12
Average daily seating capacity	212	276
Length of route (miles)	11.13	20
Car miles operated (year)	706,011	743,769
Number passengers carried	1,968,243	1,860,183
Average fare		.078

**ELIZABETH AND SUBURBAN GAS COMPANY**

Incorporated May 23, 1927.

Main office: Elizabeth City, N. C.

Officers (1928): President, Francis M. Brooke, Philadelphia; Vice-President, N. H. Gellert, Philadelphia; Secretary and Treasurer, W. W. Arnett, Philadelphia.

Officers (1929): President, N. H. Gellert, Philadelphia; Vice-President, M. T. Cooke, Jr., Philadelphia; Secretary and Treasurer, W. W. Arnett, Philadelphia.

Gas plant operated in Elizabeth City, N. C.

**BALANCE SHEET—1928**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 178,259.33	Capital stock.....	\$ 62,678.30
Cash.....	727.30	Long-term debt.....	100,000.00
Accounts receivable.....	8,668.63	Notes payable.....	302.00
Materials and supplies.....	2,951.34	Accounts payable.....	5,398.32
Prepayments.....	260.47	Consumer's deposits.....	515.00
Unamortized debt expense.....	15.25	Taxes accrued.....	1,068.50
		Interest accrued.....	416.67
		Retirement reserve.....	20,503.53
Total.....	\$ 190,882.32	Total.....	\$ 190,882.32

**BALANCE SHEET—1929**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 178,736.58	Capital stock.....	\$ 53,444.29
Cash.....	1,363.32	Long-term debt.....	100,000.00
Accounts receivable.....	5,597.69	Accounts payable.....	10,544.51
Materials and supplies.....	2,927.34	Consumers' deposits.....	520.00
Prepayments.....	1,330.80	Taxes accrued.....	972.45
Unamortized debt expense.....	15.25	Interest accrued.....	416.67
		Miscellaneous accrued liabilities.....	18.51
		Retirement reserve.....	24,053.55
Total.....	\$ 189,970.98	Total.....	\$ 189,970.98



## OPERATING REVENUE AND EXPENSES

	1928	1929
Operating revenue.....	\$ 35,914.07	\$ 29,890.72
Operating expenses.....	32,478.49	32,866.07

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Types of gas-making apparatus (coal, water, oil).....	Water	Water
Number of coal gas benches.....	-----	-----
Total rated generating capacity (M.C.F.).....	-----	-----
Number of water gas sets.....	1	1
Total generating capacity (M.C.F.).....	150	150
Total plant generating capacity (M.C.F. per day).....	150	150
Total holder capacity (M.C.F.).....	50	50
Total rated steam boiler capacity (H.P.).....	80	80
Annual production water gas (M.C.F.).....	17,242	178,805
Total gas manufactured, all kinds (M.C.F.).....	17,242.0	17,880.5
Total gas delivered to mains (M.C.F.).....	17,242.0	178,880.5
Total gas sales to consumers (M.C.F.).....	13,655.3	12,470.0
Total gas used by company (M.C.F.).....	299.4	358.5
Total gas unaccounted for (M.C.F.).....	3,287.3	5,052.0
Per cent unaccounted for (M.C.F.).....	19.2	28.0
Tons of coal carbonized during year.....	-----	-----
Gallons of gas oil used during year.....	36,950	47,815
By-products made: Coke (tons).....	-----	-----
Average yield during year per pound of coal carbonized (cu. ft.).....	-----	-----
Average gallons of oil used per M.C.F. of gas manufactured.....	2.14	3.60
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.68	\$6.00
Average cost of coke delivered per (2000 lbs.).....	\$8.82	\$8.50
Average cost of gas oil used per gallon.....	.0748	.0700
Total miles of gas mains.....	15.5	15.5
Average pressure at consumers' meters (inches).....	6	6
Maximum pressure at consumers' meters (inches).....	8	8
Minimum pressure at consumers' meters (inches).....	4	4
Maximum day (24 hours) send-out during year. (M C F.).....	50	50
Total number regular meter customers.....	569	535
Total number prepaid meter customers.....	156	135
Total number all customers.....	725	670

**GASTONIA AND SUBURBAN GAS COMPANY**

Incorporated June 8, 1917, under General Laws of North Carolina.

Main office: Gastonia.

Officers: President, A. E. Pierce, Chicago; Vice-President, R. L. Aagee, Chicago; Vice-President, George R. Homing, Chicago; Secretary, W. M. McFarland, Chicago; Treasurer, W. A. McCullough, Chicago.

Gas plant at Gastonia.

**BALANCE SHEET—1928**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 188,253.81	Capital stock.....	\$ 100,000.00
Cash.....	4,223.80	Accounts payable.....	1,761.81
Notes receivable.....	30.00	Consumer's deposits.....	2,908.00
Accounts receivable.....	13,469.70	Taxes accrued.....	1,656.00
Materials and supplies.....	7,575.05	Advances from affiliated companies.....	16,791.45
Prepayments.....	394.49	Retirement reserve.....	35,156.92
Investments in affiliated companies.....	2.35	Miscellaneous unadjusted credits.....	727.39
		Profit and loss—surplus.....	54,947.63
Total.....	\$ 213,949.20	Total.....	\$ 213,949.20



## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 211,917.25	Capital stock.....	\$ 100,000.00
Cash.....	4,736.31	Accounts payable.....	3,587.22
Accounts receivable.....	14,312.52	Consumer's deposits.....	2,820.96
Materials and supplies.....	6,325.06	Taxes accrued.....	522.19
Prepayments.....	350.21	Advances from affiliated companies.....	19,554.81
Investments in affiliated companies.....	223.32	Retirement reserve.....	35,156.92
Special deposits.....	1,000.00	Miscellaneous unadjusted credits.....	604.91
		Profit and loss—surplus.....	76,617.66
Total.....	\$ 238,864.67	Total.....	\$ 238,864.67

	1928	1929
Operating revenue.....	\$ 57,387.79	\$ 59,894.87
Operating expenses.....	33,402.19	34,944.07

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Types of gas-making apparatus.....	Water	Water
Number of water gas sets.....	2	2
Total rated generating capacity (M.C.F.).....	450	400
Total plant generating capacity (M.C.F. per day).....	450	400
Total holder capacity (M.C.F.).....	75	75
Total rated steam boiler capacity (H.P.).....	90	90
Annual production water gas (M.C.F.).....	31,965	34,155
Total gas manufactured, all kinds (M.C.F.).....	31,965	34,155
Total gas delivered to mains (M.C.F.).....	31,965	34,145
Total gas sales to consumers (M.C.F.).....	27,458	28,819
Total gas used by company (M.C.F.).....	434	331
Total gas unaccounted for (M.C.F.).....	4,073	4,995
Per cent unaccounted for (M.C.F.).....	12.6	14.6
Gallons of gas oil used during year.....	87,212	94,970
By-products made: Tar (gals.).....	8,721	9,474
Average gallons of oil used per M.C.F. of gas manufactured.....	2.72	2.75
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.57	\$5.40
Average cost of coke delivered per ton (2000 lbs.).....	\$8.35	\$7.31
Average cost of gas oil used per gallon.....	.0680	.0703
Total miles of gas mains.....	32	39.7
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	6	6
Minimum pressure at consumers' meters (inches).....	3	3
Maximum day (24 hours) send-out during year (M. C. F.).....	125	127
Total number regular meter customers.....	885	898
Total number prepaid meter customers.....	150	114
Total number all customers.....	1,035	1,012

**HENDERSON AND OXFORD GAS COMPANY**

Incorporated May 19, 1927.

Main office: Henderson, N. C.

Officers: President, H. H. Gellert, Philadelphia; Vice-President, M. T. Cooke, Jr., Philadelphia; Secretary-Treasurer, W. W. Arnett, Jr., Philadelphia.

Gas plants at Henderson and Oxford.

**BALANCE SHEET—1928**

ASSETS		LIABILITY	
Title of Account	Balance at End of Year 1928	Title of Account	Balance at End of Year 1928
Fixed capital.....	\$ 217,981.04	Capital stock.....	\$ 57,459.28
Cash.....	936.84	Long-term debt.....	137,000.00
Accounts receivable.....	7,512.89	Accounts payable.....	6,398.92
Materials and supplies.....	3,407.26	Consumer's deposits.....	990.00
Prepayments.....	284.35	Taxes accrued.....	1,685.77
		Interest accrued.....	570.83
		Advances from affiliated companies.....	836.72
		Retirement reserve.....	25,180.86
Total.....	230,122.38	Total.....	230,122.38

**BALANCE SHEET—1929**

ASSETS		LIABILITY	
Title of Account	Balance at End of Year 1929	Title of Account	Balance at End of Year 1929
Fixed capital.....	\$ 219,436.16	Capital stock.....	\$ 47,866.13
Cash.....	1,723.97	Long-term debt.....	137,000.00
Accounts receivable.....	12,136.08	Notes payable.....	862.50
Materials and supplies.....	6,750.95	Accounts payable.....	28,523.53
Prepayments.....	3,238.85	Consumer's deposits.....	1,140.00
		Taxes accrued.....	339.12
		Interest accrued.....	570.83
		Retirement reserve.....	26,983.90
Total.....	\$ 243,286.01	Total.....	\$ 243,286.01



## OPERATING REVENUE AND EXPENSES

	1928	1929
Operating Revenue.....	\$ 41,625.44	\$ 34,429.69
Operating Expenses.....	37,986.38	36,281.72

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Types of gas-making apparatus.....	Water	Water
Number of water gas sets.....	1	1
Total rated generating capacity (M. C. F.).....	150	150
Total plant generating capacity (M. C. F.) per day.....	150	150
Total holder capacity (M. C. F.).....	70	70
Total rated steam boiler capacity (H. P.).....	100	100
Annual production water gas (M. C. F.).....	21,000	22,022
Total gas manufactured, all kinds (M. C. F.).....	21,000	22,022
Total gas delivered to mains (M. C. F.).....	21,000	22,022
Total gas sales to consumers (M. C. F.).....	15,458.7	14,741.5
Total gas used by company (M. C. F.).....	26.8	134.9
Total gas unaccounted for (M. C. F.).....	5,514.5	7,145
Per cent unaccounted for (M. C. F.).....	26.2	33
Gallons of gas oil used during year.....	45,339	50,887
Average gallons of oil used per M. C. F. of gas manufactured.....	2.16	.3
Average calorific value of gas—B. T. U.....	540	540
Average cost of coal delivered per ton (2000 lbs.).....		\$6.00
Average cost of coke delivered per ton (2000 lbs.).....		\$7.75
Average cost of gas oil used per gallon.....		.07
Total miles of gas mains.....	32.4	32.4
Average pressure at consumers' meters (inches).....		6
Maximum pressure at consumers' meters (inches).....		8
Minimum pressure at consumers' meters (inches).....		4
Maximum day (24 hours) send-out during year (M. C. F.).....		50
Total number regular meter customers.....	644	511
Total number prepaid meter customers.....	101	100
Total number all customers.....	745	611

**NEW BERN-GHENT STREET RAILWAY COMPANY**

Incorporated in 1912 under the General Laws of North Carolina.

Main office: New Bern.

Officers: President, F. Sitterding, Richmond, Va.; Secretary and Treasurer, C. J. McCarthy, New Bern.

Street Railway operated in New Bern.

**BALANCE SHEET—1928**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Materials and supplies.....	\$ 60,000.00	Capital stock.....	\$ 400.00
Prepayments.....	1,000.00	Notes payable.....	43,100.00
Profit and loss—deficit.....	42,500.00	Matured long-term debt unpaid.....	60,000.00
Total.....	\$ 103,500.00	Total.....	\$ 103,500.00

**BALANCE SHEET—1929**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Profit and loss—deficit.....	\$ 60,400.00	Capital stock.....	\$ 400.00
		Long-term debt.....	60,000.00
Total.....	\$ 60,400.00	Total.....	\$ 60,400.00

**OPERATING REVENUE AND EXPENSES**

	1928	*1929
Operating revenue.....	\$ 584.00	\$-----
Operating expenses.....	489.15	-----

\*Not operated.

**STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR**

	1928	*1929
Number of rotary converters and motor-generator sets.....	1	-----
Rated K.W. capacity.....	100	-----
Number of hours railway operated during year.....	2,172	-----
Total number of revenue passengers carried during year.....	1,168	-----
Average number of cars operated.....	1	-----
Total car hours operated during year.....	2,172	-----
Number of passengers cars owned (motor).....	4	-----
Total all cars owned.....	4	-----
Miles of first main track (route miles).....	3.367	-----
Total track mileage.....	3.367	-----

\*Not operated.



## NORTH CAROLINA GAS COMPANY

(Not operated in 1928)

Incorporated February 27, 1928, under the laws of North Carolina, as Lexington Gas Co. June 15 1928, name changed to Lexington and Thomasville Gas Co. Nov. 8, 1928, name changed to North Carolina Gas Co.

Principal office: 313 Lewis Building, Philadelphia, Pa.

Officers (1928-1929): President, N. Henry Gellert; Vice-President, M. T. Cooke, Jr.; Secretary-Treasurer, W. W. Arnett, Jr., all of Philadelphia.

Towns and cities in which gas properties are operated: Lexington, N. C.; Thomasville, N. C.; Reidsville, N. C.; Lakesville, N. C.; Draper, N. C.; Spray, N. C.

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 772,724.98	Capital stock.....	\$ 130,000.00
Cash.....	6,132.15	Long-term debt.....	725,000.00
Notes receivable.....	30,216.20	Notes payable.....	114,753.05
Materials and supplies.....	18,236.38	Accounts payable.....	29,869.20
Prepayments.....	11,332.95	Misc. current liabilities.....	1,000.00
Special deposits.....	30,521.30	Taxes accrued.....	801.76
Unamortized debt expense.....	91,924.77	Interest accrued.....	7,783.21
Profit and loss—deficit.....	48,710.38	Miscellaneous accrued liabilities.....	593.89
Total.....	\$ 1,009,801.00	Total.....	\$ 1,009,801.11

## OPERATING REVENUE AND EXPENSES

	Operating Revenue 1928	Operating Expenses 1929
Reidsville.....	\$ 17,481.31	\$ 15,804.00
Lexington.....	33,928.20	42,972.05
Total.....	\$ 51,409.51	\$ 58,776.05

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR**  
Lexington, N. C.

	1929
Types of gas-making apparatus.....	Water
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	480
Total holder capacity (M.C.F.).....	50
Total rated steam boiler capacity (H.P.).....	205
Total gas manufactured, all kinds (M.C.F.).....	16,811.7
Total gas delivered to mains (M.C.F.).....	16,811.7
Total gas sales to consumers (M.C.F.).....	14,393.0
Total gas used by company (M.C.F.).....	-----
Total gas unaccounted for (M.C.F.).....	2,418.7
Per cent unaccounted for (M.C.F.).....	14.3
Gallons of gas oil used during year.....	66,380
Average gallons of oil used per M.C.F. of gas manufactured.....	4.3
Average calorific value of gas (B.T.U.).....	530
Average cost of coal delivered per ton (2000 lbs.).....	\$5.80
Average cost of coke delivered per ton (2000 lbs.).....	\$8.00
Average cost of gas oil used per gallon (cents).....	7
Total miles of gas mains.....	17
Average pressure at consumers' meters (inches).....	6
Maximum pressure at consumers' meters (inches).....	8
Minimum pressure at consumers' meters (inches).....	4
Total number regular meter customers.....	522
Total number prepaid meter customers.....	-----
Total number all customers.....	522

NOTE—Began operation January 1929.

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR**  
Reidsville, N. C.

	1929
Types of gas-making apparatus (coal, water, oil).....	water
Number of water gas sets.....	1
Total rated generating capacity (M.C.F.).....	480
Total holder capacity (M.C.F.).....	50
Total rated steam boiler capacity (H.P.).....	205
Total gas manufactured, all kinds (M.C.F.).....	7,189.8
Total gas delivered to mains (M.C.F.).....	7,189.8
Total gas sales to consumers (M.C.F.).....	5,967.7
Total gas used by company (M.C.F.).....	-----
Total gas unaccounted for (M.C.F.).....	1,222.2
Per cent unaccounted for (M.C.F.).....	17
Gallons of gas oil used during year.....	26,800
Average gallons of oil used per M.C.F. of gas manufactured.....	4.36
Average calorific value of gas (B.T.U.).....	530
Average cost of coal delivered per ton (2000 lbs.).....	\$5.80
Average cost of coke delivered per ton (2000 lbs.).....	\$8.00
Average cost of gas oil used per gallon (cents).....	7
Total miles of gas mains (miles).....	27
Average pressure at consumers' meters (inches).....	6
Maximum pressure at consumers' meters (inches).....	8
Minimum pressure at consumers' meters (inches).....	4
Total number regular meter customers.....	523
Total number prepaid meter customers.....	-----
Total number all customers.....	523

NOTE—Began operation July 1929.



## NORTH CAROLINA PUBLIC SERVICE COMPANY

Incorporated February 28, 1924, under General Laws of North Carolina.

Main office: Charlotte.

Officers (1928-1929): President, E. C. Marshall, Charlotte; Vice-President, R. L. Peterman, Charlotte; Vice-President, A. V. Harril, Charlotte; Vice-President, John Paul Lucas, Charlotte; Treasurer, D. G. Calder, Charlotte; Secretary, W. C. Parker, New York; Assistant Secretary, L. H. Adams, Charlotte.

Cities and towns served with electricity, retail: Burlington, Greensboro, High Point, Salisbury.

Cities and towns served with electricity (wholesale) for resale: High Point.

Gas plants operated at Burlington, Greensboro, High Point, Salisbury, Winston-Salem.

Street Railways operated in Greensboro, High Point, Salisbury.

## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 11,723,616.74	Capital stock.....	\$ 565,273.78
Cash.....	111,488.17	Long-term debt.....	8,228,100.00
Notes receivable.....	1,000.00	Accounts payable.....	167,472.50
Accounts receivable.....	435,786.05	Consumer's deposits.....	74,105.84
Interest and dividends receivable.....	56.10	Dividends declared.....	2,939.11
Materials and supplies.....	231,311.60	Miscellaneous current liabilities.....	4,387,367.65
Prepayments.....	13,563.59	Taxes accrued.....	131,686.66
Miscellaneous investments.....	2,604.00	Interest accrued.....	34,502.50
Sinking funds.....	966.81	Miscellaneous accrued liabilities.....	19,512.30
Miscellaneous special funds.....	9,185.00	Retirement reserve.....	328,557.98
Unamortized debt expense.....	476,107.89	Contributions for extensions.....	6,381.23
Miscellaneous suspense.....	3,891.19	Contingency reserve.....	210,478.16
Treasury securities—bonds.....	1,590,900.00	Miscellaneous reserve.....	36,556.73
		Profit and loss—surplus.....	407,542.70
Total.....	\$ 14,600,477.14	Total.....	\$ 14,600,477.14

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 12,210,889.22	Capital stock.....	\$ 565,088.03
Cash.....	74,684.96	Long-term debt.....	8,138,600.00
Notes receivable.....	935.00	Accounts payable.....	150,780.24
Accounts receivable.....	460,950.58	Consumer's deposits.....	80,362.13
Materials and supplies.....	183,353.78	Dividends declared.....	2,939.11
Prepayments.....	9,238.11	Miscellaneous current liabilities.....	4,446,854.52
Miscellaneous investments.....	2,604.00	Taxes accrued.....	94,130.60
Sinking funds.....	1,069.72	Interest accrued.....	33,571.25
Miscellaneous special funds.....	9,135.00	Miscellaneous accrued liabilities.....	18,226.20
Unamortized debt expense.....	457,424.31	Retirement reserve.....	459,038.28
Miscellaneous suspense.....	2,891.19	Contributions for extensions.....	8,937.44
Treasury securities—stock.....	1,575,900.00	Contingency reserve.....	193,178.16
		Miscellaneous reserves.....	49,544.04
		Profit and loss—surplus.....	747,825.87
Total.....	\$ 14,989,075.87	Total.....	\$ 14,989,075.87

## OPERATING REVENUE AND EXPENSES

	Greensboro	High Point	Burlington	Salisbury	Winston-Salem
Electric—					
Revenues 1928..	\$ 908,289.47	\$ 446,766.35	\$ 363,032.15	\$ 119,218.03	-----
Expenses 1928..	470,916.47	340,937.64	217,573.72	95,005.94	-----
Revenue 1929..	971,928.35	531,510.65	382,649.24	126,470.84	-----
Expenses 1929..	539,197.59	383,888.74	241,024.89	93,334.43	-----
Gas—					
Revenue 1928..	296,443.11	92,537.82	25,495.23	81,109.54	221,588.05
Expenses 1928..	148,530.88	49,103.64	13,558.35	42,687.19	108,259.48
Revenue 1929..	299,836.30	98,581.86	29,092.13	75,758.64	218,680.70
Expenses 1929..	171,699.78	40,709.73	14,935.69	43,360.23	112,099.73
Street Railway—					
Revenue 1928..	128,545.33	1,200.00	-----	31,822.17	-----
Expenses 1928..	112,049.71	5,102.21	-----	30,268.95	-----
Revenue 1929..	111,735.98	1,517.00	-----	28,687.89	-----
Expenses 1929..	156,523.05	9,732.22	-----	34,905.48	-----

## Total—Entire:

Revenue 1928.....	\$2,783,620.86
Expenses 1928.....	1,664,916.36
Revenue 1929.....	2,998,312.78
Expenses 1929.....	1,928,238.80



**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR**  
**Greensboro**

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	None	None
Rated capacity in kilowatts of generators installed—hydraulic..	None	None
Average load factor on plant during year.....		
Number of kilowatt hours received from other companies.....	24,396,790	28,396,910
Total K.W.H. generated and received (4+5+9).....	24,396,790	28,396,910
K.W.H. used in station and station loss.....	396,889	544,136
K.W.H. delivered to transmission system (10-11).....	23,999,901	27,852,774
K.W.H. delivered distribution system (12-13).....	23,999,901	27,852,774
K.W.H. lost in distribution and otherwise unaccounted for.....	3,605,185	3,628,316
Per cent distribution loss and otherwise unaccounted for (16÷15)	15	13
K.W.H. delivered at consumers' premises—sales (15-16).....	20,394,716	24,224,458

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR**  
**High Point**

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	None	None
Rated capacity in kilowatts of generators installed—hydraulic..	None	None
Number of kilowatt hours received from other companies.....	24,404,490	29,513,000
Total K.W.H. generated and received (4+5+9).....	24,404,490	29,513,000
K.W.H. used in station and station loss.....	222,627	219,224
K.W.H. delivered to transmission system (10-11).....	24,181,863	29,293,776
K.W.H. delivered distribution system (12-13).....	24,181,863	29,293,776
K.W.H. lost in distribution and otherwise unaccounted for.....	1,217,595	1,634,994
Per cent distribution loss and otherwise unaccounted for (16÷15)	5	5.6
K.W.H. delivered at consumers' premises—sales (15-16).....	22,964,268	27,658,782

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR**  
**Burlington**

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	None	None
Rated capacity in kilowatts of generators installed—hydraulic..	None	None
Number of kilowatt hours received from other companies.....	11,898,957	13,268,723
Total K.W.H. generated and received (4+5+9).....	11,898,957	13,268,723
K.W.H. used in station and station loss.....	91,581	110,426
K.W.H. delivered to transmission system (10-11).....	11,807,376	13,158,297
K.W.H. delivered distribution system (12-13).....	11,807,376	13,158,297
K.W.H. lost in distribution and otherwise unaccounted for.....	1,918,336	1,731,809
Per cent distribution loss and otherwise unaccounted for (16÷15)	16.2	13.05
K.W.H. delivered at consumers' premises—sales (15-16).....	9,889,040	11,426,488

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR**  
**Salisbury**

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	None	None
Rated capacity in kilowatts of generators installed—hydraulic.....	None	None
Number of kilowatt hours received from other companies.....	3,019,670	3,073,460
Total K.W.H. generated and received.....	3,019,670	3,073,460
K.W.H. used in station and station loss.....	140,059	147,935
K.W.H. delivered to transmission system.....	2,879,611	2,925,525
K.W.H. delivered distribution system.....	2,879,611	2,925,525
K.W.H. lost in distribution and otherwise unaccounted for.....	469,054	326,167
Per cent distribution loss and otherwise unaccounted for.....	16.3	10.61
K.W.H. delivered at consumers' premises—sales.....	2,410,557	2,599,358

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR**  
**Greensboro**

	1928	1929
Types of gas-making apparatus.....	Coal and water	Coal and water
Number of coal gas benches.....	7	7
Total rated generating capacity (M.C.F.).....	420	420
Number of water gas sets.....	1	1
Total rated generating capacity.....	660	660
Total plant generating capacity (M.C.F. per day).....	1,080	1,080
Total holder capacity (M.C.F.).....	240	240
Total rated steam boiler capacity (H.P.).....	150	150
Total gas manufactured, all kinds (M.C.F.).....	219,720	233,192
Total gas delivered to mains (M.C.F.).....	219,720	233,192
Total gas sales to consumers (M.C.F.).....	167,245	177,392
Total gas used by company (M.C.F.).....	752	773
Total gas unaccounted for (M.C.F.).....	51,723	55,027
Per cent unaccounted for (M.C.F.).....	24.0	23.6
Tons of coal carbonized during year.....	12,656.06	11,783.00
Gallons of gas oil used during year.....	186,753	260,313
By-products made:		
Coke (tons).....	8,404	7,855
Tar (gals.).....	149,375	149,111
Average yield during year per pound of coal carbonized (cu. ft.).....	6.08	5.05
Average gallons of oil used per M.C.F. of gas manufactured.....	2.9	2.8
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.304	\$5.299
Average cost of coke delivered per ton (2000 lbs.).....	\$5.00	\$5.00
Average cost of gas oil used per gallon.....	.0675	.0671
Total miles of gas mains.....	97.22	98.64
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	6	6
Minimum pressure at consumers' meters (inches).....	3	3
Maximum day (24 hours) send-out during year (M.C.F.).....	748	770
Total number all customers.....	4,587	4,823



STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR  
High Point

	1928	1929
Types of gas-making apparatus.....	Coal and water	Coal and water
Number of coal gas benches.....	3	3
Total rated generating capacity (M.C.F.).....	180	180
Number of water gas sets.....	1	1
Total rated generating capacity (M.C.F.).....	50	50
Total plant generating capacity (M.C.F. per day).....	230	230
Total holder capacity (M.C.F.).....	125	125
Total rated steam boiler capacity (H.P.).....	50	50
Total gas manufactured, all kinds (M.C.F.).....	60,111	61,903
Total gas delivered to mains (M.C.F.).....	60,111	61,903
Total gas sales to consumers (M.C.F.).....	46,963	49,831
Total gas used by company (M.C.F.).....	324	667
Total gas unaccounted for (M.C.F.).....	12,824	11,405
Per cent unaccounted for (M.C.F.).....	21	18.42
Tons of coal carbonized during year.....	4,669	4,933
Gallons of gas oil used during year.....	280	560
By-products made:		
Coke (tons).....	3,174	3,287
Tar (gals.).....	40,866	52,741
Average yield during year per pound of coal carbonized (cu. ft.).....	6.12	7.90
Average gallons of oil used per M.C.F. of gas manufactured.....	4	3
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.80	\$5.064
Average cost of coke delivered per ton (2000 lbs.).....	\$5.00	\$5.00
Average cost of gas oil used per gallon (cents).....	.0792	.0790
Total miles of gas mains.....	29.12	31.32
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	7	7
Minimum pressure at consumers' meters (inches).....	3½	3½
Maximum day (24 hours) send-out during year (M.C.F.).....	142	216
Total number all customers.....	1,372	1,438

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR**  
**Burlington**

	1928	1929
Types of gas-making apparatus.....	Water	Water
Number of water gas sets.....	1	1
Total rated generating capacity (M.C.F.).....	50	50
Total plant generating capacity (M.C.F. per day).....		
Total holder capacity (M.C.F.).....	90	90
Total rated steam boiler capacity (H.P.).....	50	50
Total gas manufactured, all kinds (M.C.F.).....	14,793	16,541
Total gas delivered to mains (M.C.F.).....	14,793	16,541
Total gas sales to consumers (M.C.F.).....	12,081	14,148
Total gas used by company (M.C.F.).....	367	388
Total gas unaccounted for (M.C.F.).....	2,345	2,005
Per cent unaccounted for (M.C.F.).....	16.00	12.12
Gallons of gas oil used during year.....	36,643	45,450
Average gallons of oil used per M.C.F. of gas manufactured.....	5	2.8
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per (2000 lbs.).....	\$6.312	\$5.862
Average cost of coke delivered per ton (2000 lbs.).....	\$5.00	\$5.00
Average cost of gas oil used per gallon (cents).....	.0676	.067
Total miles of gas mains.....	17.4	17.7
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	4	4
Minimum pressure at consumers' meters (inches).....	4	4
Maximum day (24 hours) send-out during year (M.C.F.).....	66.6	68.0
Total number all customers.....	410	442

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR**  
**Salisbury**

	1928	1929
Types of gas-making apparatus.....	coal	coal
Number of coal gas benches.....	4	4
Total rated generating capacity (M.C.F.).....	240	240
Total plant generating capacity (M.C.F. per day).....	240	240
Total holder capacity (M.C.F.).....	140	140
Total rated steam boiler capacity (H.P.).....	20	20
Total gas manufactured, all kinds (M.C.F.).....	53,613	49,898
Total gas delivered to mains (M.C.F.).....	53,613	49,898
Total gas sales to consumers (M.C.F.).....	40,665	37,913
Total gas used by company (M.C.F.).....	523	655
Total gas unaccounted for (M.C.F.).....	12,425	11,330
Per cent unaccounted for (M.C.F.).....	23	22.70
Tons of coal carbonized during year.....	4,273	3,983
By-products made:		
Coke (tons).....	2,922	2,673
Tar (gals.).....	50,300	39,868
Average yield during year per pound of coal carbonized (cu. ft.).....	6.34	8.00
Average calorific value of gas (B.T.U.).....	542	542
Average cost of coal delivered per ton (2000 lbs.).....	\$5.095	\$5.125
Average cost of coke delivered per ton (2000 lbs.).....	\$5.00	\$5.00
Total miles of gas mains.....	38.5	38.2
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	7	7
Minimum pressure at consumers' meters (inches).....	3½	3½
Maximum day (24 hours) send-out during year (M.C.F.).....	185.6	175.0
Total number all customers.....	1,493	1,449



## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

## Winston-Salem

	1928	1929
Types of gas-making apparatus.....	Coal and water	Coal and water
Number of coal gas benches.....	6	6
Total rated generating capacity (M.C.F.).....	360	360
Number of water gas sets.....	1	1
Total rated generating capacity (M.C.F.).....	100	100
Total plant generating capacity (M.C.F. per day).....	460	460
Total holder capacity (M.C.F.).....	310	310
Total rated steam boiler capacity (H.P.).....	150	150
Total gas manufactured, all kinds (M.C.F.).....	145,095	148,188
Total gas delivered to mains (M.C.F.).....	145,095	148,188
Total gas sales to consumers (M.C.F.).....	123,691	123,924
Total gas used by company (M.C.F.).....	97	106
Total gas unaccounted for (M.C.F.).....	21,307	24,158
Per cent unaccounted for (M.C.F.).....	15.0	16.3
Tons of coal carbonized during year.....	11,657	11,481
Gallons of gas oil used during year.....	18,842	34,702
By-products made:		
Coke (tons).....	7,582	7,650
Tar (gals.).....	157,961	144,720
Average yield during year per pound of coal carbonized (cu. ft.).....	5.90	7.74
Average gallons of oil used per M.C.F. of gas manufactured....	3.60	3.80
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.212	\$5.112
Average cost of coke delivered per (2000 lbs.).....	\$5.00	\$5.00
Average cost of gas oil used per gallon (cents).....	.0669	.0659
Total miles of gas mains.....	90.32	93.33
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	7	7
Minimum pressure at consumers' meters (inches).....	3	3
Maximum day (24 hours) send-out during year (M.C.F.).....	509.3	514.0
Total number all customers.....	3,216	3,162

# STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

## Greensboro

	1928	1929
Number of kilowatt hours purchased during year (K.W.H.)	1,262,100	1,383,300
Number of rotary converters and motor-generator sets	2	2
Rated K.W. capacity	1,000	1,000
Number of hours railway operated during year		
Total number of revenue passengers carried during year	2,124,469	1,977,297
Average number of cars operated	12	11
Total car hours operated during year	76,097	77,084
Total car miles operated during year	613,273.25	597,964.84
Number of passengers cars owned (motor)	27	32
Total all cars owned	27	32
Miles of first main track (route miles)	11.90	11.90
Miles of second main track (miles of double track)	.75	.75
Miles of sidings, crossovers, car-house and storage track		
Total track mileage	12.65	12.65
Miles of single track paved by railway company	5	5
Miles of double track paved by railway company	.75	.75
Busses:		
Number owned	11	11
Seating capacity	10	10
Average daily seating capacity	242	242
Length bus route	20.9	20.9
Car miles operated, year	491,175	491,175
Number passengers carried	1,274,449	1,274,449
Average fare:		
Cash fare	.10	.10
Tokens	.06¼	.06¼

# STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

## High Point

	1928	1929
Number of rotary converters and motor-generator sets	1	1
Rated K.W. capacity	1,000	1,000
Miles of first main track (route miles)	6.64	6.64
Miles of second main track (miles of double track)	.20	.20
Total track mileage	8.84	8.84
Miles of single track paved by railway company	4.10	4.10
Busses:		
Number owned		6
Seating capacity		5
Average number operated		5
Average daily seating capacity		132
Length of bus route		6.8
Car miles operated, year		264,737
Number passengers carried		658,614
Average fare:		
Cash		.10
Tokens		.06¼



STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION  
DURING YEAR

## Salisbury

	1928	1929
Rated capacity in kilowatts of generator installed (K.W.)-----		
Number of kilowatt hours generated during year (K.W.H.)-----		
Number of kilowatt hours purchased during year (K.W.H.)--	395,180	372,940
Total D.C. kilowatt hours delivered to railway feeders during year (K.W.H.)-----		
Maximum 2-minute peak or demand on railway feeders during year (K.W.)-----		
Number of rotary converters and motor-generator sets-----	1	1
Rated K.W. capacity-----	1,000	1,000
Number of hours railway operated during year-----		
Total number of revenue passengers carried during year-----	482,326	438,109
Average number of cars operated-----	4	3
Total car hours operated during year-----	19,297	19,269
Total car miles operated during year-----	162,392.08	161,810.16
Number of passenger cars owned (motor)-----	8	8
Number of passenger cars owned (trail)-----		
Number of freight and express cars owned-----		
Total all cars owned-----	8	8
Miles of first main track (route miles)-----	6.86	6.86
Miles of second main track (miles of double track)-----		
Miles of sidings, crossovers, car-house and storage track-----	.30	.30
Total track mileage-----	5.16	7.16
Miles of single track paved by railway company-----	7	7
Miles of double track paved by railway company-----	.5	.5

**RALEIGH GAS COMPANY**

Incorporated October 12, 1929, under the Laws of North Carolina.

Main office: Raleigh, N. C.

Officers: President, Walter Whetstone; Vice-President, B. F. Pickard; secretary, C. A. McClure; Treasurer, H. W. LeBoutillier, all of Philadelphia, Pa.

City in which gas plant is operated: Raleigh.

**BALANCE SHEET—1929**

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 2,131,432.76	Capital stock.....	\$ 2,232,500.00
Cash.....	7,385.80	Accounts payable.....	59,806.74
Accounts receivable.....	142,778.62	Consumer's deposits.....	27,022.44
Interest and dividends receivable.....	487.50	Miscellaneous reserves.....	6,292.44
Materials and supplies.....	37,656.20	Profit and loss—surplus.....	9,780.89
Prepayments.....	11,052.98		
Clearing or apportionment accounts.....	4,439.17		
Miscellaneous suspense.....	169.48		
Total.....	\$ 2,335,402.51	Total.....	\$ 2,335,402.51

**OPERATING REVENUE AND EXPENSES—1929**

Operating revenue.....	\$45,350.58
Operating expenses.....	29,573.30



## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1929
Types of gas-making apparatus.....	Coal, water
Number of coal gas benches.....	8
Total rated generating capacity (M.C.F. per day).....	800
Number of water gas sets.....	1
Total rated generating capacity (M.C.F. per day).....	200
Total plant generating capacity (M.C.F. per day).....	1,000
Total holder capacity (M.C.F.).....	250
Total rated steam boiler capacity (H.P.).....	150
Annual production coal gas (M.C.F.).....	162,588
Annual production water gas (M.C.F.).....	31,916
Total gas manufactured, all kinds (M.C.F.).....	32,144.5
Total gas delivered to mains (M.C.F.).....	32,144.5
Total gas sales to consumers (M.C.F.).....	26,390.6
Total gas used by company (M.C.F.).....	
Total gas unaccounted for (M.C.F.).....	5,753.9
Per cent unaccounted for (M.C.F.).....	17.9
Tons of coal carbonized during year.....	3,188.5
Gallons of gas oil used during year.....	16,558
By-products made:	
Coke (tons).....	2,084
Tar (gals.).....	39,918
Average yield during year per pound of coal carbonized (cu. ft.).....	5.79
Average gallons of oil used per M.C.F. of gas manufactured.....	3.49
Average calorific value of gas (B.T.U.).....	536
Average cost of coal delivered per ton (2000 lbs.).....	\$5.35
Average cost of coke delivered per ton (2000 lbs.).....	
Average cost of gas oil used per gallon (cents).....	.067
Total miles of gas mains.....	78
Average pressure at consumers' meters (inches).....	4.5
Maximum pressure at consumers' meters (inches).....	6
Minimum pressure at consumers' meters (inches).....	3
Maximum day (24 hours) send-out during year (M.C.F.).....	729
Total number regular meter customers.....	4,251
Total number prepaid meter customers.....	58
Total number all customers.....	4,309

**SOUTHERN PUBLIC UTILITIES COMPANY**

Incorporated, March 7, 1913, under the Laws of Maine.

Main office: Charlotte.

Officers: President, E. C. Marshall, Charlotte; Vice-President, A. V. Harrill, Charlotte; Vice-President, R. L. Peterman, Charlotte; Vice-President, John Paul Lucas, Charlotte; Secretary, W. C. Parker, New York; Treasurer, D. G. Calder, Charlotte.

1928: Electricity retailed in following towns and cities: Charlotte, Winston-Salem, Thomasville, Belmont, Mt. Holly, China Grove, Bessemer City, Hiddenite, Hickory, Reidsville, Mathews, Salisbury, Rockwell, Cooleemee, Icard, Hildebran, Connelly Springs, Rutherford College, Grover, Mt. Airy, Elkin, New London, Norwood, Spencer, East Spencer, Kernersville, Marshville, Cleveland, Indian Trail, Madison, Wingate, Taylorsville, King, Pinnacle, Rural Hall, N. Wilkesboro, Denton, Stoneville, Wilkesboro, Troutman, Conover, Ronda, Hendersonville, Tuxedo, Saluda, Tryon, Columbus, Mill Springs, Midway, Mt. Pleasant, Walnut Cove, Waxhaw.

1929 Additions: Stanly, Goodsonville, Gastonia, Mooresville, Claremont, Pilot Mt., Mocksville, Valdere, Catawba, Ellenboro, Brevard, Mouresboro, Lattimore, Harmony, Boiling Springs, Marion, Old Fort, Yadkin County.

Gas plant operated in Charlotte.

Street Railways operated in Charlotte and Winston-Salem.



## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 34,054,707.08	Capital stock.....	\$ 10,827,500.00
Cash.....	851,612.68	Long-term debt.....	9,849,000.00
Notes receivable.....	14,050.86	Notes payable.....	13,000.00
Accounts receivable.....	5,716,651.61	Accounts payable.....	13,546,256.89
Interest and dividends receivable.....	3,746.35	Consumer's deposits.....	268,022.75
Materials and supplies.....	664,634.21	Dividends declared.....	162,412.50
Prepayments.....	24,718.61	Miscellaneous current liabilities.....	87,196.85
Investments in affiliated companies.....	2,244,119.84	Taxes accrued.....	418,423.00
Miscellaneous investments.....	32,727.86	Interest accrued.....	13,031.53
Sinking funds.....	28,015.85	Advances from affiliated companies.....	
Miscellaneous special funds.....	25,756.32	Retirement reserve.....	4,976,091.86
Special deposits.....	3,478.88	Casualty and insurance reserve.....	775,817.15
Unamortized debt expense.....	426,251.65	Profit and loss—surplus.....	3,348,239.76
Miscellaneous suspense.....	163,542.09		
Reacquired securities—bonds.....	30,978.40		
Total.....	\$ 44,284,992.29	Total.....	\$ 44,284,992.29

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 36,683,395.70	Capital stock.....	\$ 21,000,000.00
Cash.....	847,538.50	Long-term debt.....	17,580,000.00
Notes receivable.....	7,273.86	Notes payable.....	44,500.00
Accounts receivable.....	5,845,376.16	Accounts payable.....	512,299.44
Interest and dividends receivable.....	14,326.32	Consumer's deposits.....	295,294.70
Materials and supplies.....	633,379.36	Dividends declared.....	315,000.00
Prepayments.....	21,244.29	Miscellaneous current liabilities.....	74,321.56
Investments in affiliated companies.....	2,276,846.70	Taxes accrued.....	391,010.08
Miscellaneous investments.....	1,092,834.92	Interest accrued.....	11,450.98
Sinking funds.....	35,880.01	Retirement reserve.....	6,046,195.24
Miscellaneous special funds.....	31,005.68	Casualty and insurance reserve.....	866,218.81
Special deposits.....	3,478.88	Profit and loss—surplus.....	1,312,957.79
Unamortized debt expense.....	551,140.67		
Miscellaneous suspense.....	374,549.15		
Reacquired securities—bonds.....	30,978.40		
Total.....	\$ 48,449,248.60	Total.....	\$ 48,449,248.60

## ELECTRIC REVENUE AND EXPENSES

	1928		1929	
	Revenue	Expenses	Revenue	Expenses
Charlotte.....	\$1,537,365.93	\$ 927,704.54	\$1,693,274.75	\$ 989,397.30
Winston-Salem.....	1,086,600.38	761,061.60	1,172,170.06	741,714.62
Thomasville.....	126,608.68	102,092.47	141,171.77	113,394.80
Belmont.....	32,585.75	24,935.09	39,544.46	28,654.95
<sup>1</sup> Mount Holly.....	24,669.95	20,876.31	31,261.16	26,606.23
<sup>2</sup> Kannapolis District.....	35,204.81	30,090.84	59,777.63	50,875.54
Bessemer City.....	23,680.76	16,572.19	25,128.89	19,616.11
Hickory.....	220,458.94	159,949.71	239,356.23	169,659.05
Reidsville.....	142,868.22	106,811.27	139,205.55	97,868.06
<sup>3</sup> Matthews Group.....	19,103.79	18,962.91	19,702.76	21,819.78
<sup>4</sup> Salisbury Group.....	186,580.56	185,856.51	193,579.63	179,437.54
<sup>5</sup> Rockwell.....	22,423.38	21,960.91	30,833.92	29,246.76
<sup>6</sup> Icard.....	14,846.41	12,890.66	28,065.99	22,458.82
Grover.....	6,964.10	5,793.23	8,793.94	8,218.44
Mount Airy.....	145,817.58	109,687.70	158,328.73	115,362.02
<sup>7</sup> Elkin Group.....	46,899.72	38,520.18	53,451.65	43,377.61
Norwood.....	10,079.60	9,955.21	10,740.49	9,821.65
Kernersville.....	32,927.54	28,600.05	35,205.67	31,126.39
<sup>8</sup> Marshville.....	40,400.37	49,948.69	38,141.43	47,736.22
<sup>9</sup> Cleveland Group.....	15,590.14	15,024.49	31,972.55	28,423.60
<sup>10</sup> Taylorsville Group.....	23,447.99	20,466.02	25,988.25	23,183.81
King.....	9,727.01	7,890.51	11,447.63	8,990.13
<sup>11</sup> North Wilkesboro Group.....	56,515.87	51,193.11	74,578.65	68,199.26
New London.....	10,251.03	11,645.26	10,956.12	12,386.75
<sup>12</sup> Madison Group.....	44,341.45	28,013.61	58,647.10	37,424.97
Troutman.....	7,105.13	5,509.23	7,585.84	7,449.61
<sup>13</sup> Conover.....	11,403.93	8,971.37	21,915.78	19,471.56
<sup>14</sup> Hendersonville Group.....	181,462.79	151,640.80	180,701.26	153,702.14
<sup>15</sup> Tryon Group.....	46,531.87	41,732.74	44,527.92	44,632.97
Goodsonville.....			13,320.13	11,514.04
Gastonia.....			35,481.54	31,760.83
Mooreville.....			52,968.15	57,301.98
Pilot Mountain.....			7,838.50	7,215.03
<sup>16</sup> Ellenboro Group.....			7,827.25	6,992.48
Brevard.....			9,107.85	9,480.30
Yadkin County System.....			1,270.13	1,270.94
Marion.....			2,666.31	2,591.08
Old Fort.....			758.44	177.55
Lake Tahoma.....			526.50	102.91
Total.....	\$4,224,463.68	\$2,974,357.21	\$4,717,820.61	\$3,278,663.83

<sup>1</sup>Includes Paw Creek and Stanley.<sup>2</sup>Includes China Grove, Midway, Mount Pleasant.<sup>3</sup>Includes Indian Trail and Waxhaw.<sup>4</sup>Includes Spencer, East Spencer, Denton.<sup>5</sup>Includes Denton.<sup>6</sup>Includes Hildebran, Connelly Springs, Rutherford College, Valdese.<sup>7</sup>Includes Ronda.<sup>8</sup>Includes Wingate.<sup>9</sup>Includes Harmony, Cooleemee, Mocksville.<sup>10</sup>Includes Hiddenite.<sup>11</sup>Includes Wilkesboro.<sup>12</sup>Includes Stoneville, Walnut Cove.<sup>13</sup>Includes Claremont.<sup>14</sup>Includes Tuxedo, Saluda.<sup>15</sup>Includes Columbus, Mill Springs.<sup>16</sup>Includes Mooresboro, Lattimore, Boiling Springs.



## OPERATING REVENUE AND EXPENSES

	1928	1929
Gas:		
Operating revenue-----	\$ 537,318.01	\$ 555,743.54
Operating expenses-----	338,152.19	331,389.84
Street Railways:		
Operating revenue:		
Charlotte-----	\$ 575,741.74	\$ 568,440.67
Winston-Salem-----	178,103.40	158,872.21
Operating expenses:		
Charlotte-----	\$ 534,834.69	\$ 541,477.49
Winston-Salem-----	215,280.26	217,903.42

## STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Rated capacity in kilowatts of generators installed—steam-----		750
Rated capacity in kilowatts of generators installed—hydraulic-----	2,538	25,794
Number of kilowatt hours generated during year—steam-----		5,990
Number of kilowatt hours generated during year—hydraulic-----	13,985,974	109,725,004
Number of kilowatt hours received from other companies-----	114,006,119	200,024,203
Total K.W.H. generated and received (+5+9)-----	127,992,093	309,755,197
K.W.H. used by company-----		11,977,435
K.W.H. delivered to transmission system (10—11)-----		
K.W.H. unaccounted for-----		39,354,976
K.W.H. delivered distribution system (12—13)-----		
K.W.H. lost in distribution used by company and otherwise unaccounted for-----	14,961,077	
K.W.H. delivered at consumers' premises—sales (15—16)-----	113,031,016	

**STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR**  
**Charlotte**

	1928	1929
Types of gas-making apparatus.....	Coal and water	Coal and water
Number of coal gas benches.....	8	8
Total rated generating capacity (M.C.F.).....	800	800
Number of water gas sets.....	3	3
Total rated generating capacity, (M.C.F.).....	1,300	1,300
Total plant generating capacity (M.C.F. per day).....	2,100	2,100
Total holder capacity (M.C.F.).....	940	940
Total rated steam boiler capacity (H.P.).....	300	300
Annual production coal gas (M.C.F.).....	159,876	195,468
Annual production water gas (M.C.F.).....	170,223	160,904
Total gas manufactured, all kinds (M.C.F.).....	330,099	356,372
Total gas delivered to mains (M.C.F.).....		
Total gas sales to consumers (M.C.F.).....	304,433	327,193
Total gas used by company (M.C.F.).....		
Total gas unaccounted for (M.C.F.).....	25,606	29,179
Per cent unaccounted for (M.C.F.).....	7.77	8.18
Tons of coal carbonized during year.....	13,529	15,120
Gallons of gas oil used during year.....	557,450	530,253
By-products made:		
Coke (tons).....	8,815	9,696
Tar (gals.).....	239,878	233,536
Average yield during year per pound of coal carbonized (cu. ft.).....	5.91	6.46
Average gallons of oil used per M.C.F. of gas manufactured.....	3.27	3.29
Average calorific value of gas (B.T.U.).....	540	540
Average cost of coal delivered per ton (2000 lbs.).....	\$5.185	\$4.98
Average cost of coke delivered per ton (2000 lbs.).....	\$4.00	\$4.00
Average cost of gas oil used per gallon (cents).....	.0656	.0648
Total miles of gas mains.....	89.25	90.75
Average pressure at consumers' meters (inches).....	4	4
Maximum pressure at consumers' meters (inches).....	6	6
Minimum pressure at consumers' meters (inches).....	3½	3½
Maximum day (24 hours) send-out during year (M.C.F.).....	1,178	1,229
Total number regular meter customers.....	7,166	7,327
Total number prepaid meter customers.....	12	
Total number all customers.....	7,178	7,327



STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION  
DURING YEAR

## Charlotte

	1928	1929
Number of kilowatt hours purchased during year (K.W.H.)----	38,945,616	5,495,749
Total D.C. kilowatt hours delivered to railway feeders during year (K.W.H.)-----	5,894,507	5,495,749
Maximum 2-minute peak or demand on railway feeders during year (K.W.)-----	2,000	2,000
Number of rotary converters and motor-generator sets-----	4	4
Rated K.W. capacity-----	1,850	1,850
Number of hours railway operated during year-----	6,900	6,954
Total number of revenue passengers carried during year-----	8,960,555	8,823,548
Average number of cars operated-----	34	36
Total car hours operated during year-----	N. R.	N. R.
Total car miles operated during year-----	2,027,774	2,013,233
Number of passenger cars owned (motor)-----	46	47
Number of freight and express cars owned-----	4	5
Total all cars owned-----	50	52
Miles of first main track (route miles)-----	39.1	39.1
Miles of second main track (miles of double track)-----	9.73	9.73
Miles of sidings, crossovers, car-house and storage track-----	.07	.07
Total track mileage-----	48.9	48.9

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION  
DURING YEAR

## Winston-Salem

	1928	1929
Number of kilowatt hours purchased during year (K.W.H.)-----	2,136,882	-----
Total D.C. kilowatt hours delivered to railway feeders during year (K.W.H.)-----	-----	2,099,703
Maximum 2-minute peak or demand on railway feeders during year (K.W.)-----	1,200	1,000
Number of rotary converters and motor-generator sets-----	2	2
Rated K.W. capacity-----	1,000	1,000
Number of hours railway operated during year-----	6,282	6,466
Total number or revenue passengers carried during year-----	2,732,369	2,438,150
Average number of cars operated-----	20	18
Total car hours operated during year-----	N. R.	N. R.
Total car miles operated during year-----	750,155	746,227
Number of passenger cars owned (motor)-----	32	31
Number of passenger cars owned (trail)-----	-----	-----
Number of freight and express cars owned-----	2	3
Total all cars owned-----	34	34
Miles of first main track (route miles)-----	9.86	9.114
Miles of second main track (miles of double track)-----	-----	-----
Miles of sidings, crossovers, car-house and storage track-----	.935	.935
Total track mileage-----	10.795	10.49
Busses:		
Number owned-----	-----	19
Seating capacity-----	-----	374
Average number operated-----	-----	12
Average daily seating capacity-----	-----	247
Length bus route-----	-----	40.6
Car miles operated, year-----	-----	449,373
Number passengers carried-----	-----	1,378,137
Average fare-----	-----	6.3933



**TIDE WATER POWER COMPANY**

Incorporated February 26, 1907, under Laws of North Carolina, Chapter 183, Private Laws, 1907.

Main office: Wilmington, N. C.

Officers (1928): President, Harry Reid, New York; Executive Vice-President, F. A. Matthews, Wilmington, N. C.; Vice-Presidents, Raymond Hunt, Wilmington, N. C., J. V. Grainger, Wilmington, N. C.; A. E. Burns, New York; Leo Loeb, New York; C. B. Zeigler, New York; Secretary, W. W. Bell, New York; Treasurer, C. B. Zeigler, New York.

1929: President, A. W. Higgins, Alexandria, Va.; Executive Vice-President, F. A. Matthews, Wilmington, N. C.; Vice-Presidents, C. B. Zeigler, New York, Raymond Hunt, Wilmington, N. C., J. V. Grainger, Wilmington, N. C.; Secretary, L. D. Latta, Wilmington, N. C.; Assistant Secretary, W. W. Bell, New York; Assistant Secretary, L. W. Van Bibber, Alexandria, Va.; Treasurer, L. D. Latta, Wilmington, N. C.; Assistant Treasurer, W. W. Bell, Wilmington, N. C.; Assistant Treasurer, L. W. Van Bibber, Alexandria, Va.

**ELECTRICITY RETAILED IN FOLLOWING TOWNS:**

1928: Atkinson, Beulaville, Bolton, Bowdens, Burgaw, Calypso, Carolina Beach, Castel Hayne, Cerro Gordo, Chadbourn, Chinquapin, Clarkton, Currie, Delco, Dublin, Elizabethtown, Evergreen, Fair Bluff, Faison, Freeman, Garland, Hallsboro, Ingold, Kenansville, Lake Waccamaw, Leland, Magnolia, Richlands, Rocky Point, Rose Hill, Seagate, Teachey's, Turkey, Wallace, Warsaw, White Lake, Whiteville, Willard, Wilmington, Wrightsville, Wrightsville Beach, Tabor.

1929—Additions: Abbotsburg, Acma, Alliance, Arapahoe, Audubon, Bayboro, Bridgeton, Brunswick, Cash Corners, Catherine Lake, Charity, Deep Run, Delgado, Eagle Island, East Wilmington, Forest Hills, Garden City, Graingers, Grantsboro, Grifton, Hallsville, Kacksonville, James City, Kellum, Long Creek, Maco, Masonboro, Maysville, Navassa, Oleander, Oriental, Pink Hill, Pollocksville, Red Bug, Reelsboro, Rooks, Shore Acres, Stonewall, Sunset Park, Trenton, Vandemere, Vineland, Wnanish, Watha, Wilmington, Beach, Winter Park, Winter Park Gardens, Woodburn, Wrightsboro.

**GAS PROPERTIES OPERATED IN FOLLOWING TOWNS:**

1928-1929: Wilmington, Wrightsville, Wrightsville Beach, Seagate.

**STREET RAILWAY PROPERTIES OPERATED IN FOLLOWING TOWNS:**

1928-1929: Wilmington, Wrightsville, Wrightsville Beach, Seagate.

## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 6,643,602.67	Capital stock.....	\$ 7,352,050.00
Cash.....	29,510.11	Long-term debt.....	15,123,300.00
Notes receivable.....	3,384.48	Notes payable.....	28,130.00
Accounts receivable.....	144,752.98	Accounts payable.....	47,031.44
Interest and dividends receivable.....	159,747.48	Consumer's deposits.....	55,111.49
Materials and supplies.....	130,392.12	Miscellaneous current liabilities.....	3,635.73
Prepayments.....	2,381.30	Taxes accrued.....	18,979.73
Investments in affiliated companies.....	19,379,253.71	Interest accrued.....	297,884.26
Miscellaneous investments.....	44,874.40	Advances from affiliated companies.....	3,507,000.00
Sinking funds.....	134,956.72	Retirement reserve.....	560,380.49
Special deposits.....	142,079.98	Casualty and insurance reserve.....	38,264.66
Unamortized debt expense.....	1,287,153.04	Miscellaneous reserves.....	34,921.27
Jobbing accounts.....	1,404.87	Miscellaneous Unadjusted credits.....	26.85
Work in progress.....	666.57	Profit and loss—surplus.....	1,261,527.83
Miscellaneous suspense.....	3,125.43		
Discount on capital stock.....	222,291.20		
Total.....	\$ 28,328,243.92	Total.....	\$ 28,328,243.92

## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 8,657,944.11	Capital stock.....	\$ 4,035,613.64
Cash.....	58,986.92	Long-term debt.....	5,300,000.00
Notes receivable.....	3,148.53	Notes payable.....	24,830.00
Accounts receivable.....	174,024.77	Accounts payable.....	88,697.35
Interest and dividends receivable.....	10,985.01	Consumer's deposits.....	58,172.95
Materials and supplies.....	139,317.65	Miscellaneous current liabilities.....	3,687.46
Prepayments.....	695.08	Taxes accrued.....	36,566.01
Miscellaneous current asset.....	588.36	Interest accrued.....	111,128.85
Investments in affiliated companies.....	937,522.93	Miscellaneous accrued liabilities.....	12,000.00
Miscellaneous investments.....	132,454.75	Retirement reserve.....	835,499.20
Special deposits.....	25.00	Casualty and insurance reserve.....	22,996.30
Unamortized debt expense.....	546,511.30	Miscellaneous reserves.....	29,260.52
Jobbing accounts.....	4,662.68	Miscellaneous Unadjusted credits.....	8.77
Work in progress.....	(1,630.83)	Profit and loss—surplus.....	105,807.25
Miscellaneous suspense.....	(967.96)		
Total.....	\$ 10,664,268.30	Total.....	\$ 10,664,268.30



## OPERATING REVENUE AND EXPENSES—ALL DIVISIONS

	1928	1929
Total operating revenue.....	\$ 1,442,128.34	\$ 1,402,031.75
Total operating expenses.....	815,977.09	825,759.57

## ELECTRIC—OPERATING REVENUE AND EXPENSES

	1928	1929
Total operating revenue.....	\$ 887,498.00	\$ 957,753.66
Total operating expenses.....	432,485.89	518,168.78

## STREET RAILWAY—OPERATING REVENUE AND EXPENSES

	1928	1929
Total operating revenue.....	\$ 229,333.26	\$ 218,558.82
Total operating expenses.....	169,460.87	173,113.07

## GAS—OPERATING REVENUE AND EXPENSES

	1928	1929
Total operating revenue.....	\$ 224,187.40	\$ 220,741.37
Total operating expenses.....	120,705.33	130,357.15

## STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	11,500	11,500
Number of hours plant was operated during year.....	8,784	8,760
Number of kilowatt hours generated during year—steam.....	24,154,910	21,907,100
Average number of kilowatt hours generated per hour in operation.....	2,615	2,501
Maximum 15-minute load on plant during year, in kilowatts....	7,100	6,800
Average load factor on plant during year.....	48.7	47.6
Number of kilowatt hours received from other companies.....	3,397,984	9,096,370
Total K.W.H. generated and received (4+5+9).....	27,552,894	31,003,470
K.W.H. used in station and station loss.....	1,181,700	1,249,300
K.W.H. delivered to transmission system (10—11).....	26,371,194	29,754,170
K.W.H. loss in transmission and transformation and distribution.....	4,039,588	5,132,535
K.W.H. delivered at consumers' premises—sales (15—16).....	22,331,606	24,621,635
K.W.H. delivered transmission system by steam plant.....	22,973,210	20,657,800
Pounds of coal consumed (including banking) in producing above power.....	48,029,399	42,183,771
Average number of pounds of coal consumed per K.W.H. delivered to transmission system.....	2.09	2.04
Pounds of water evaporated per pound of coal consumed.....	7.16	9.99
B.T.U. per pound of coal.....	14,331	14,223
B.T.U. in coal per K.W.H. delivered transmission system (21×23).....	29,952	29,015
Working pressure of steam in boilers.....	200	200
Rated capacity in horsepower of boilers installed.....	2,412	2,412

## STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

	1928	1929
Types of gas-making apparatus.....	Coal and water	Coal and water
Number of coal gas benches.....	18	18
Total generating capacity (M.C.F. per day).....	200	200
Number of water gas sets.....	2	2
Total rated generating capacity (M.C.F. per day).....	1,500	1,500
Total plant generating capacity (M.C.F. per day).....	1,700	1,700
Total holder capacity (M.C.F.).....	270	270
Annual production coal gas (M.C.F.).....	74,568.0	69,761.0
Annual production water gas (M.C.F.).....	66,548.1	69,083.0
Total gas manufactured, all kinds, (M.C.F.).....	141,116.1	138,844.0
Total gas delivered to mains (M.C.F.).....	141,116.1	138,891.9
Total gas sales to consumers (M.C.F.).....	117,878.9	120,011.9
Total gas used by company (M.C.F.).....	1,672.0	2,325.9
Total gas unaccounted for (M.C.F.).....	21,565.2	16,554.1
Per cent unaccounted for (M.C.F.).....	15.2	11.9
Tons of coal carbonized during year.....	6,345	6,000
Gallons of gas oil used during year.....	210,914	28,451
By-products made:		
Coke (tons).....	4,154.5	3,927.0
Tar (gals.).....	61,135	79,300
Average yield during year per pound of coal carbonized (cu. ft.).....	5.89	5.81
Average gallons of oil used per M.C.F. of gas manufactured.....	31.17	3.36
Average calorific value of gas (B.T.U.).....	531	537
Average cost of coal delivered per ton (2000 lbs.).....	\$5.45	\$5.35
Average cost of coke delivered per ton (2000 lbs.).....		
Average cost of gas oil used per gallon (cents).....	6.60	7.26
Total miles of gas mains.....	62.3	64.42
Average pressure at consumers' meters (inches).....	5	5
Maximum pressure at consumer's meters (inches).....	6.5	6.5
Minimum pressure at consumers' meters (inches).....	3	3
Maximum day (24 hours) send-out during year (M.C.F.).....	567	638
Total number regular meter customers.....	3,367	3,487
Total number prepaid meter customers.....	40	23
Total number all customers.....	3,417	3,510



STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION  
DURING YEAR

	1928	1929
Rated capacity in kilowatts of generators installed (K.W.)		
Number of kilowatts hours purchased during year (K.W.H.)	1,830,000	1,875,360
Number of rotary converters and motor-generator sets	4	4
Rated K.W. capacity	1,600	1,600
Number of hours railway operated during year		
Total number of revenue passengers carried during year	2,227,086	2,128,766
Average number of cars operated	35	23
Total car hours operated during year	99,654	95,912
Total car miles operated during year	846,125	840,860
Number of passenger cars owned (motor)	33	33
Number of passenger cars owned (trail)	4	
Number of freight and express cars owned	14	14
Total all cars owned	51	47
Miles of first main track (route miles)	21.96	21.96
Miles of second main track (miles of double track)	9.40	9.40
Miles of sidings, crossovers, car-house and storage track	1.82	1.82
Total track mileage	33.18	33.18
Miles of track paved by railway company	5.17	5.30
Busses:		
Number owned	2	2
Seating capacity	36	36
Average number busses operated	1	1
Average daily seating capacity	18	18
Length of bus route (miles)	1.75	1.75
Car miles operated, year		68,826
Number passengers carried	73,394	74,335
Average fare		.0662

# VIRGINIA ELECTRIC AND POWER COMPANY

Incorporated June 29, 1909, under General Laws of Virginia.

Main office: Richmond, Va.

Officers (1928): President, W. E. Wood, Richmond, Va.; Vice-Presidents: Joseph Bowes, Norfolk, Va.; T. Norman Jones, Jr., Norfolk, Va.; T. P. Walker, Norfolk, Va.; T. Justin Moore, Richmond, Va.; C. W. Kellogg, New York, N. Y.; G. H. Clifford, Boston, Mass.; Secretary, W. T. Crawford, Boston, Mass.; Treasurer, Henry B. Sawyer, Boston, Mass.; Comptroller, S. B. Williams, Richmond, Va.

Officers (1929): President, J. G. Holtzclaw, Richmond, Va.; Vice-Presidents, J. F. McLoughlin, Boston, Mass.; Joseph Bowes, Richmond, Va.; T. Norman Jones, Jr., Richmond, Va.; T. Justin Moore, Richmond, Va.; R. J. Throckmarton, Norfolk, Va.; C. W. Kellogg, New York, N. Y.; Secretary, W. T. Crawford, Boston, Mass.; Treasurer, Harry B. Sawyer, Boston, Mass.

## BALANCE SHEET—1928

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 69,724,997.01	Capital stock.....	\$ 26,712,900.00
Cash.....	1,177,535.70	Premium on capital stock.....	26,494.50
Notes receivable.....	63,917.32	Long-term debt.....	39,749,369.89
Accounts receivable.....	1,174,882.02	Notes payable.....	2,400,000.00
Interest and dividends receivable.....	2,343.57	Accounts payable.....	283,422.39
Materials and supplies.....	767,453.01	Consumer's deposits.....	198,646.72
Prepayments.....	170,410.64	Preferred stock subscribed for.....	282.50
Subscribers to 6% preferred stock.....	119.55	Miscellaneous current liabilities.....	64,485.82
Investments in affiliated companies.....	2,249,126.04	Taxes accrued.....	438,916.84
Miscellaneous investments.....	11,907.00	Interest accrued.....	256,796.23
Sinking funds.....	5,245,577.51	Miscellaneous accrued liabilities.....	5,476.50
Special deposits.....	453,926.26	Advances from affiliated companies.....	18,000.00
Unamortized debt expense.....	1,299,516.62	Retirement reserve.....	8,348,830.86
Miscellaneous suspense.....	39,363.85	Contributions for extensions.....	62,366.37
Reacquired securities—bonds.....	148,000.00	Miscellaneous reserves (accident reserve).....	152,965.10
Treasury securities—bonds.....	351,000.00	Miscellaneous Unadjusted credits.....	270,442.82
		Profit and loss—surplus.....	3,890,679.56
Total.....	\$ 82,880,076.10	Total.....	\$ 82,880,076.10



## BALANCE SHEET—1929

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 70,782,788.72	Capital stock.....	\$ 29,900,860.00
Cash.....	1,292,145.62	Premium on capital stock.....	26,269.00
Notes receivable.....	28,199.81	Long-term debt.....	39,207,974.68
Accounts receivable.....	1,288,339.66	Notes payable.....	1,000,000.00
Interest and dividends receivable.....	2,522.69	Accounts payable.....	355,771.42
Materials and supplies.....	735,439.67	Consumer's deposits.....	213,192.45
Prepayments.....	147,288.15	Miscellaneous current liabilities.....	58,587.16
Investments in affiliated companies.....	2,334,734.16	Taxes accrued.....	335,256.31
Miscellaneous investments.....	12,660.00	Interest accrued.....	253,076.78
Sinking funds.....	5,738,286.66	Mis. accrued liabilities.....	5,787.88
Special deposits.....	444,108.08	Advances from affiliated companies.....	18,000.00
Unamortized debt expense.....	1,190,286.81	Retirement reserve.....	8,692,941.80
Miscellaneous suspense.....	31,563.90	Contributions for extensions.....	59,666.12
Reacquired securities—bonds.....	181,000.00	Miscellaneous reserves.....	144,011.57
Treasury securities—bonds.....	351,000.00	Miscellaneous Unadjusted credits.....	218,588.77
		Profit and loss—surplus.....	4,080,359.99
Total.....	\$ 84,570,343.93	Total.....	\$ 84,570,343.93

## OPERATING REVENUE AND EXPENSES—ALL DIVISIONS

	1928	1929
Total operating revenue.....	\$ 15,053,389.85	\$ 15,852,187.38
Total operating expenses.....	7,183,185.99	7,368,377.64

## ELECTRIC—OPERATING REVENUE AND EXPENSES

	1928	1929
Total operating revenue.....	\$ 8,957,866.64	\$ 9,809,338.56
Total operating expenses.....	3,187,759.08	3,425,037.62

## STREET RAILWAY—OPERATING REVENUE AND EXPENSES

	1928	1929
Total operating revenue.....	\$ 6,095,523.21	\$ 6,042,848.82
Total operating expenses.....	3,995,426.91	3,943,340.02



**NORTH CAROLINA**  
**ELECTRIC—OPERATING REVENUE AND EXPENSES**

	1928	1929
Total operating revenue.....	\$ 812,763.81	\$ 914,906.69
Total operating expense.....	341,756.65	380,596.22

**GROSS REVENUE—NORTH CAROLINA**

	1928	1929
Roanoke Rapids.....	\$ 312,418.27	\$ 275,320.59
Rosemary.....	140,275.69	172,808.36
Weldon.....	58,536.59	57,163.13
Severin.....	5,499.67	4,710.13
Pendleton.....	994.60	1,093.84
Conway.....	4,544.49	5,397.58
Milwaukee.....	1,441.70	939.13
Potecasi.....	809.38	889.05
Woodland.....	4,464.74	5,163.21
George.....	775.27	1,007.50
Rich Square.....	9,032.26	10,310.20
Lewiston.....	1,701.25	2,994.52
Murfreesboro.....	7,177.82	11,349.41
Woodville.....	1,569.51	2,095.11
Roxobel.....	1,846.75	3,142.48
Kelford.....	2,758.83	5,429.28
Jackson.....	10,024.10	11,966.12
Seaboard.....	7,290.02	7,724.69
Williamston.....	-----	25,283.85
Aulander.....	17,989.88	14,659.28
Ahoskie.....	22,100.64	24,816.22
Clinton.....	6,344.74	6,565.43
Battleboro.....	3,734.37	4,763.68
Whitakers.....	7,530.34	8,281.08
Halifax.....	9,253.73	11,466.56
Scotland Neck.....	17,591.34	18,640.86
Tarboro.....	50,104.06	96,620.78
Elizabeth City.....	68,766.96	73,947.14
Hertford.....	10,815.31	11,116.47
Edenton.....	24,913.06	30,630.32
Gatesville.....	773.39	6,150.89
Sunbury.....	1,375.29	2,331.51
Winfall.....	309.76	-----
Moyock.....	-----	128.29
Total.....	\$ 812,763.81	\$ 914,906.69

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR**  
**North Carolina**

	1928	1929
Rated capacity in kilowatts of generators installed—steam-----	3,500	3,500
Rated capacity in kilowatts of generators installed—hydraulic--	5,600	5,600
Number of hours plant was operated during year-----	8,784	8,760
Number of kilowatt hours generated during year—steam-----	7,090	7,530
Number of kilowatt hours generated during year—hydraulic-----	34,261,412	35,211,755
Average number of kilowatt hours generated per hour in operation	3,901	4,020
Maximum 15-minute load on plant during year, in kilowatts--	4,800	4,800
Average load factor on plant during year-----	81.3	84.1
Number of kilowatt hours received from transmission-----	30,353,880	35,590,571
Number of kilowatt hours received from other companies-----	2,576,200	10,173,100
Total K.W.H. generated and received (4+5+9)-----	67,198,582	80,982,956
K.W.H. used in station and station loss-----	573,719	557,894
K.W.H. generated and received-----	66,624,863	80,425,062
K.W.H. delivered Virginia transmission system-----	9,985,500	16,608,900
K.W.H. generated and received from N. C. system—net-----	56,639,363	63,816,162
K.W.H. delivered at consumers premises—sales-----	50,616,667	56,537,746
K.W.H. lost in distribution transmission and conversion and company use-----	6,022,696	7,278,416
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15)	10.6	9.4
Pounds of coal consumed (including banking) in producing above power-----	333,100	176,380
Average number of pounds of coal consumed per K.W.H. delivered to transmission system (20 ÷ 19)-----	4.70	23.4
Pounds of water evaporated per pound of coal consumed-----	4	4
B.T.U. per pound of coal-----	14,200	14,054
B.T.U. in coal per K.W.H. generated—steam net-----	66,740	328,864
Working pressure of steam in boilers-----	400	200
Rated capacity in horsepower of boilers installed-----	25,676	2,131



## STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

## Entire System

	1928	1929
Rated capacity in kilowatts of generators installed—steam.....	\$ 132,720	\$ 132,768
Rated capacity in kilowatts of generators installed—hydraulic..	28,650	28,650
Number of hours plant was operated during year.....	8,784	8,760
Number of kilowatt hours generated during year—steam.....	302,919,380	332,885,980
Number of kilowatt hours generated during year—hydraulic....	141,395,191	144,082,165
Average number of kilowatt hours generated per hour in operation	50,582	54,448
Maximum 30-minute load on plant during year, in kilowatts...	95,100	101,800
Average load factor on plant during year.....	53.2	55.29
Number of kilowatt hours received from other companies.....	7,214,600	16,047,100
Total K.W.H. generated and received (4+5+9).....	451,529,171	493,015,245
K.W.H. used in station and station loss.....	10,642,565	12,045,070
K.W.H. delivered to transmission and distribution system.....	440,886,606	480,970,175
K.W.H. loss in transmission and transformation and distribution..	53,296,178	59,565,166
Per cent transmission and transformation and distribution.....	12.09	12.38
Per cent distribution loss and otherwise unaccounted for (16÷15)		
K.W.H. company use—Railway and light and power.....	41,425,861	41,586,379
K.W.H. delivered at consumers' premises—sales.....	346,164,567	379,818,630
K.W.H. delivered transmission system by steam plant.....		
Pounds of coal consumed (including banking) in producing above power.....	411,964,000	452,483,282
Average number of pounds of coal consumed per K.W.H. generated—steam.....	1.400	1.402
Pounds of water evaporated per pound of coal consumed.....	9.095	10.25
B.T.U. per pound of coal.....	14.200	14.210
B.T.U. in coal per K.W.H. generated steam—net.....	19.851	19.769
Working pressure of steam in boilers (lbs.).....	200 and 400	200 and 400
Rated capacity in horsepower of boilers installed.....	25.676	25.676

## ELECTRIC LIGHT AND POWER COMPANIES

Minor Companies	Investment in Plant		Operating Revenue		Operating Expenses	
	1928	1929	1928	1929	1928	1929
Blowing Rock Light and Power Co.....	\$ 115,232.87	\$ 511,077.49	\$ 19,118.74	\$ 49,195.17	\$ 10,728.39	\$ 21,024.28
Blowing Rock, N. C.						
Brevard Light and Power Co.....	8,000.00	-----	28,979.23	20,198.98	25,511.26	10,139.66
Brevard, N. C.						
Burnsville Electric Co.....	-----	-----	-----	-----	-----	-----
Burnsville, N. C.						
Burke Electric Utilities Co.....	14,102.92	15,058.91	4,507.30	5,496.85	3,351.57	4,846.93
Charlotte, N. C.						
Caldwell Power Co.....	279,358.29	306,634.75	261,941.61	306,480.04	234,949.36	227,037.28
Morganton, N. C.						
Carolina-Tennessee Power Co.....	360,000.00	-----	20,515.22	-----	26,968.39	-----
Murphy, N. C.						
Cascade Power Co.....	60,000.00	-----	17,111.07	7,023.87	10,198.35	5,056.58
Brevard, N. C.						
Catawba Valley Light and Power Co.....	97,640.74	217,021.31	166,407.63	174,733.14	94,723.67	98,035.13
Morganton, N. C.						
County Service Co.....	16,954.32	24,465.17	8,778.97	9,217.34	4,721.43	7,558.62
Charlotte, N. C.						
Dallas Rural Light Co.....	1,550.00	1,550.00	610.50	782.32	465.50	534.25
Dallas, N. C.						
Dillsboro and Sylva Electric Light Co.....	23,445.06	25,186.33	19,842.17	21,873.41	10,116.58	10,116.58
Dillsboro, N. C.						
Elk Park Electric Light and Power Co.....	64,290.21	66,424.96	5,410.06	2,669.26	3,570.04	2,278.27
Elk Park, N. C.						
Guilford Light and Power Co.....	2,275.00	2,275.00	493.00	653.60	103.55	130.10
Concord, N. C.						
Hillsboro Power and Light Co.....	14,936.15	18,555.33	20,123.17	30,379.99	17,700.60	23,547.27
Hillsboro, N. C.						



<sup>1</sup> Hayesville Electric Co.-----	10,319.26	-----	2,324.56	-----	2,420.68	-----
Hayesville, N. C.-----						
Jupollo Public Service Co.-----	717,928.59	25,428.03	4,569.58	28,021.84	5,281.14	43,140.13
Asheville, N. C.-----						
Laurel Hill Electric Co.-----	5,465.19	5,465.19	3,201.11	3,824.49	2,822.20	3,485.64
Laurel Hill, N. C.-----						
Leaksville Light and Power Co.-----	55,277.84	18,698.21	79,018.05	83,535.62	76,527.51	77,366.86
Leaksville, N. C.-----						
<sup>e</sup> Marion Light and Power Co.-----						
Marion, N. C.-----						
Mountain Retreat Association-----	18,239.06	17,940.00	5,099.25	5,945.05	2,230.22	2,389.87
Montreat, N. C.-----						
National Utilities Co.-----	250,395.61	260,423.16	34,074.08	33,350.34	36,893.23	41,727.40
Marion, N. C.-----						
Nantahala Light and Power Co.-----		2,413,580.78	-----	4,190.40	-----	8,646.59
Bryson City, N. C.-----	9,514.36	10,186.87	7,274.40	2,106.13	2,923.84	1,624.25
Newland Light and Power Co.-----						
Newland, N. C.-----	853,241.00	1,107,270.76	37,464.97	65,994.54	51,782.39	50,246.64
Northwest Carolina Utilities-----						
Rocky River Power and Light Co.-----	78,487.64	77,470.92	12,517.50	10,238.50	9,810.03	9,409.23
High Falls, N. C.-----						
Southern States Power Co.-----		3600,000.00	-----	26,867.64	-----	33,082.71
Murphy, N. C.-----						
Total-----	\$3,296,654.11	\$5,724,713.17	\$ 759,382.17	\$ 892,778.52	\$ 633,799.92	\$ 681,424.27

<sup>1</sup>Sold to Southern Public Utilities Co.<sup>2</sup>Sold to Northwest Carolina Utilities.<sup>3</sup>Estimated.<sup>4</sup>Sold to Southern States Power Co.<sup>5</sup>Sold to Southern Public Utilities Co.<sup>6</sup>Sold to National Utilities Co.

**ELECTRIC LIGHT AND POWER COMPANIES—1928-1929**

Minor Companies	K.W.H. Generated		K.W.H. Purchased		K.W.H. Sold	
	1928	1929	1928	1929	1928	1929
Blowing Rock Light and Power Co.....	200,000	1,185,000	-----	-----	175,000	870,000
Brevard Light and Power Co.....	-----	-----	*450,000	750,000	*450,000	750,000
Burke Electric Utilities Co.....	-----	-----	107,240	172,400	103,814	157,959
Caldwell Power Co.....	-----	-----	16,384,289	18,832,000	13,898,532	16,920,093
Carolina-Tennessee Power Co.....	392,640	-----	-----	-----	245,524	-----
Cascade Power Co.....	750,000	840,000	-----	-----	700,000	840,000
Catawba Valley Light and Power Co.....	-----	-----	11,428,475	12,664,300	9,950,421	11,297,743
County Service Co.....	-----	-----	85,526	152,079	70,436	108,769
Dallas Rural Light Co.....	-----	-----	8,500	11,114	5,843	11,114
Dillsboro and Sylva Light Co.....	828,000	274,284	-----	-----	*704,000	274,284
Elk Park Light and Power Co.....	30,634	17,735	27,109	20,651	42,104	27,938
Guilwood Light and Power Co.....	-----	-----	4,073	5,533	4,073	5,553
Hillsboro Power and Light Co.....	-----	-----	428,900	441,000	407,455	359,015
Hayesville Electric Co.....	26,000	-----	-----	-----	13,413	-----
Jupollo Public Service Co.....	94,977	*800,000	-----	-----	73,059	682,401
Laurel Hill Electric Co.....	-----	-----	64,680	50,240	52,960	43,080
Leaksville Light and Power Co.....	-----	-----	*1,800,000	1,696,664	*900,000	1,309,452
Mountain Retreat Association.....	75,000	41,174	-----	18,366	50,000	59,546
National Utilities Co.....	362,000	†366,386	480,900	599,400	739,988	849,836
Nantahala Light and Power Co.....	-----	†138,884	-----	-----	-----	116,456
Newland Light and Power Co.....	36,000	-----	37,355	16,231	6,106	15,419
Northwest Carolina Utilities.....	*1,000,000	†1,224,390	*600,000	-----	*1,200,000	899,287
Rocky River Power and Light Co.....	834,500	615,900	-----	-----	834,500	615,900
Southern States Power Co.....	-----	490,160	-----	-----	-----	372,608
Total.....	4,629,751	5,993,913	31,907,047	35,429,978	30,682,228	36,586,453

\*Estimated.

†Includes 34.125 steam.

‡Includes 8.972 steam.

§Includes 162.350 steam.

Total...205.447



## Electric Energy Produced—1928-1929

	1928				1929			
	North Carolina		South Carolina		North Carolina		South Carolina	
	Hydro	Steam	Hydro	Steam	Hydro	Steam	Hydro	Steam
Carolina Power and Light Co.:								
Lockville.....	5,519,000	-----	-----	-----	5,457,423	-----	-----	-----
Eury.....	2,330,000	-----	-----	-----	1,929,772	-----	-----	-----
Lower Lobelia.....	2,275,295	-----	-----	-----	2,056,320	-----	-----	-----
Lobelia.....	805,200	-----	-----	-----	650,044	-----	-----	-----
Carbonton.....	2,112,700	-----	-----	-----	2,179,318	-----	-----	-----
Ivy.....	2,011,200	-----	-----	-----	1,698,881	-----	-----	-----
Weaver.....	12,825,400	-----	-----	-----	12,518,800	-----	-----	-----
Marshall.....	19,667,100	-----	-----	-----	19,714,200	-----	-----	-----
Buckhorn.....	13,470,100	-----	-----	-----	9,086,000	-----	-----	-----
Blewitt.....	130,709,400	-----	-----	-----	146,052,070	-----	-----	-----
Norwood.....	71,234,400	-----	-----	-----	198,431,700	-----	-----	-----
Cape Fear.....	7,102,000	-----	-----	-----	1,852,000	-----	-----	-----
Raleigh.....	-----	-----	-----	-----	-----	-----	-----	-----
Elk Mountain.....	21,459,300	-----	-----	-----	20,587,500	-----	-----	-----
Yanceyville (oil).....	-----	-----	-----	-----	17,000	-----	-----	-----
Florence.....	-----	-----	279,400	-----	-----	-----	-----	222,495
Sumter.....	-----	-----	194,200	-----	-----	-----	-----	192,455
Durham Public Service Co.:								
Durham.....	-----	24,100	-----	-----	-----	-----	-----	-----
Duke Power Co.:								
Bridgewater.....	67,602,900	-----	-----	-----	50,614,000	-----	-----	-----
Rhodes.....	71,182,000	-----	-----	-----	67,928,000	-----	-----	-----

## ELECTRIC ENERGY PRODUCED—1928-1929—Continued

	1928			1929		
	North Carolina		South Carolina	North Carolina		South Carolina
	Hydro	Steam	Hydro	Steam	Hydro	Steam
Duke Bower Co.—Continued						
Lookout Shoals.....	92,053,000	-----	-----	-----	96,215,000	-----
Mountain Island.....	119,737,000	-----	-----	-----	126,992,000	-----
Spencer Mountain.....	4,758,050	-----	-----	-----	4,446,500	-----
Gun Powder No. 1.....	1,364,960	-----	-----	-----	1,472,180	-----
Gun Powder No. 2.....	317,020	-----	-----	-----	265,570	-----
Little River.....	816,300	-----	-----	-----	829,300	-----
Tuckasegee.....	-----	-----	-----	-----	-----	-----
Turner.....	13,943,900	-----	-----	-----	20,757,200	-----
Tuxedo.....	25,717,600	-----	-----	-----	28,694,500	-----
Oxford.....	80,051,000	-----	-----	-----	107,108,000	-----
Mount Holly.....	-----	8,676,000	-----	-----	-----	-----
Eno.....	-----	22,636,000	-----	-----	-----	-----
Buck.....	-----	134,020,000	-----	-----	-----	-----
University.....	-----	-----	-----	-----	-----	23,324,000
Spencer.....	-----	-----	-----	-----	-----	68,690,000
River Bend.....	-----	-----	-----	-----	-----	1,725,000
Greenville, S. C.....	-----	-----	-----	-----	-----	-----
Tiger.....	-----	-----	-----	51,692,000	-----	62,291,000
New Catawba.....	-----	154,334,000	-----	-----	-----	162,363,000
Fishing Creek.....	-----	153,516,000	-----	-----	-----	161,425,000
Great Falls.....	-----	49,591,500	-----	-----	-----	63,431,100
Dearborn.....	-----	138,800,000	-----	-----	-----	113,427,000
Rocky Creek.....	-----	31,478,900	-----	-----	-----	29,456,000
Cedar Creek.....	-----	131,868,000	-----	-----	-----	133,581,000
Wateree.....	-----	246,870,000	-----	-----	-----	255,171,000
Ninety-nine.....	-----	71,638,000	-----	-----	-----	80,685,000
Van Patten.....	-----	5,128,200	-----	-----	-----	5,832,000
Leatherwood.....	-----	-----	-----	-----	-----	-----



<b>Southern Public Utilities Co.:</b>									
Winston-Salem.....	6,384,500							7,493,900	
Mount Airy.....	2,708,410							2,765,830	
Elkin.....	1,127,435							1,030,173	
Taylorsville.....	354,700							516,400	
Hendersonville.....	1,138,100							1,269,800	
Krug.....	229,100								
Madison.....	1,752,029								
Conover.....	291,700								
Walnut Cove.....								3,955,200	
Pilot Mountain.....								367,600	
Old Fort.....								12,000	
Lake Tohoma.....								35,100	
Greenville, S. C.....								12,072,000	
Portman Shoals.....								29,165,000	
Gregg Shoals.....								5,278,101	
Gaston Shoals.....								45,763,900	
Anderson.....									5,990
Tide Water Power Co.:									
Wilmington.....		24,154,910					21,907,100		
Total.....				983,224,600	52,165,600			1,097,650,101	62,711,940
<b>Virginia Electric and Power Co.:</b>									
Roanoke Rapids No. 1.....	16,545,740	6,890					4,030		
Roanoke Rapids No. 2.....	17,212,000								
Weldon.....	503,672								
Tarboro.....		200							
Va. Plants.....				107,133,779	302,912,290		3,500	107,528,290	322,634,579
Total.....	788,750,911	218,079,400					138,110,130	107,528,290	322,634,579
Minor Companies.....	4,367,751	262,000					205,447		
Total.....	793,118,662	218,341,400		107,133,779	302,912,290		138,315,577	107,528,290	322,634,579

## RECAPITULATION

Recapitulation	1928			1929		
	Hydro	Steam	Total	Hydro	Steam	Total
North Carolina-----	793,118,662	218,341,400	1,011,460,062	962,985,108	138,315,577	1,101,300,685
South Carolina-----	983,224,600	52,165,600	1,035,390,200	1,097,650,101	62,711,940	1,160,362,041
Virginia-----	107,133,779	302,912,290	410,046,069	107,528,290	322,634,579	430,162,869
Total-----	1,883,477,041	573,419,290	2,456,896,331	2,168,163,499	523,662,096	2,691,825,595



## GAS PRODUCTION, ETC.—1928

	Produced M.C.F.	Miles Mains	Coal Carbonized Tons	Oil Used Gallons	By Products		Number Customers
					Tar Gallons	Coke Tons	
Carolina Power and Light Co.-----							
Asheville-----	96,422	56	8,442		84,420	5,486.7	2,615
Raleigh-----	189,389.6	76.8	12,597.6	154,002	186,974	7,558.4	4,328
Carolina Gas and Electric Co.-----	150,000	88		424,000	1,015		4,028
Kinston-----							
Greenville-----							
Washington-----							
New Bern-----							
Goldsboro-----							
Fayetteville-----							
Concord and Kan- napolis Gas Co.-----	32,043.7	29.12	2,316	8,246	23,138	1,507	1,004
Durham Gas Co.-----	105,447	59.88	6,768	68,288	81,216	4,399	2,668
Elizabeth and Sub- urban Gas Co.-----	17,242	15.5		36,950			725
Gastonia and Sub- urban Gas Co.-----	31,965	32		87,212	8,721		1,035
Anderson and Oxford Gas Co.-----	21,000	32.4		45,339			745
N.C.Public Service Co. Burlington-----	14,793	17.4		36,643			410
Greensboro-----	219,720	97.2	12,656.06	186,753	149,375	8,404	4,587
High Point-----	60,111	29.1	4,669	280	40,866	3,174	1,372
Salisbury-----	53,613	38.5	4,273.45		50,300	2,922	1,493
Winston-Salem-----	145,095	90.32	11,657.45	18,842	157,961	7,582	3,216
Southern Public Utilities Co.-----							
Charlotte-----	330,099	89.25	13,529	557,450	239,878	8,815	7,178
Tide Water Power Co. Wilmington-----	141,116.1	62.3	12,690	210,914	61,135	4,154.5	3,417
Wrightsville-----							
Wrightsville Beach-----							
Seagate-----							
Totals-----	1,608,056.4	813.67	89,598.56	1,834,939	1,084,999	54,002.6	38,821

## GAS PRODUCTION, ETC.—1929

	Produced M.C.F.	Miles Mains	Coal Carbonized Tons	Oil Used Gallons	By Products		Number Customers
					Tar Gallons	Coke Tons	
Asheville Gas Co. ....	20,085.3	61	1,691	-----	16,910	1,098	2,665
Carolina Power and Light Co. ....							
Asheville .....	77,908.2	-----	6,999	-----	80,128	43,938	-----
Raleigh .....	155,816.4	-----	10,499	-----	120,192	6,590	-----
Carolina Gas and Electric Co. ....	160,799	95	-----	505,653	71,662	-----	4,140
Kinston .....							
Greenville .....							
Washington .....							
New Bern .....							
Goldsboro .....							
Fayetteville .....							
Concord and Kan- napolis Gas Co. ....	31,678.4	30	2,162	2,172	23,999	1,405	955
Durham Gas Co. ....	112,285	61.8	6,811	71,416	206,284	8,240	2,820
Elizabeth and Sub- urban Gas Co. ....	17,880.5	15.5	-----	47,815	-----	-----	670
Gastonia and Sub- urban Gas Co. ....	34,155	39.7	-----	94,970	9,474	-----	1,012
Henderson and Oxford Gas Co. ....	22,022	32.4	-----	50,887	-----	-----	611
N.C.Public Service Co. Burlington .....	16,541	17.70	-----	45,450	-----	-----	442
Greensboro .....	233,192	98.64	11,783	260,313	149,111	7,855	4,823
High Point .....	61,903	31.32	4,933	560	52,741	3,287	1,438
Salisbury .....	49,898	38.20	3,983	-----	39,868	2,673	1,449
Winston-Salem .....	148,188	93.33	11,481	34,702	144,720	7,650	3,162
N. C. Gas Co. ....							
Lexington .....	168,811.7	17	-----	66,380	-----	-----	522
Thomasville .....	7,189.8	27	-----	26,800	-----	-----	523
Raleigh Gas Co. ....	32,044.5	75	3,185.5	16,558	39,918	2,084	4,309
Southern Public Utilities Co. ....							
Charlotte .....	356,372	90.75	15,120	530,263	233,536	9,696	7,327
Tide Water Power Co. Wilmington .....	138,891.9	64.42	6,000	28,451	79,300	3,927	3,510
Wrightsville .....							
Wrightsville Beach .....							
Seagate .....							
Total .....	1,693,661.7	888.76	84,647.5	1,782,390	1,267,843	98,443	40,378



## STREET RAILWAY STATISTICS—1928-1929

	Number Revenue Passengers Carried		Route Miles of Track	
	1928	1929	1928	1929
Carolina Power and Light Company:				
Asheville.....	6,124,226	5,743,759	17.29	17.29
Raleigh.....	2,328,808	2,192,430	11.61	11.61
Durham Public Service Company.....	2,632,447	2,606,970	5.67	3.89
New Bern-Ghent Street Railway.....	1,168		3.67	
North Carolina Service Company:				
Greensboro.....	2,124,469	1,977,297	11.90	11.90
High Point.....			6.64	6.64
Salisbury.....	482,326	438,109	6.86	6.86
Southern Public Utilities Company:				
Charlotte.....	8,960,555	8,823,548	39.10	39.10
Winston-Salem.....	2,732,369	2,438,150	9.86	9.11
Tide Water Power Company:				
Wilmington.....	2,227,086	2,128,766	21.96	21.96
Total.....	27,613,454	26,349,029	134.56	128.36

## BUSSES OPERATED IN CONNECTION WITH STREET RAILWAYS

	Number Revenue Passengers Carried		Route Miles	
	1928	1929	1928	1929
Carolina Power and Light Company:				
*Asheville.....	31,336			
Raleigh.....	110,276	88,258	1.50	1.50
Durham Public Service Company.....	1,968,243	1,860,183	11.13	20.00
North Carolina Public Service Company:				
Greensboro.....	15,686	274,449	17.40	20.90
High Point.....	634,051	658,614	6.80	6.80
Southern Public Utilities Company:				
Winston-Salem.....	1,499,553	1,378,137	34.42	40.60
Tide Water Power Company:				
Wilmington.....	73,394	74,335	1.50	1.75
Total.....	4,332,539	4,333,976	72.75	91.55

\*Discontinued (1928).

# Telephone

## MAJOR

Name of Company	Location of Exchange
<b>MAJOR COMPANIES:</b>	
Albemarle Telephone Company.....	Albemarle .....
Carolina Telephone and Telegraph Company.....	Tarboro.....
Central Carolina Telephone Company.....	Siler City.....
Chapel Hill Telephone Company.....	Chapel Hill.....
City Telephone Company.....	Southern Pines.....
Concord Telephone Company.....	Concord.....
Herns Telephone Company.....	Sanford.....
Hickory Telephone Company.....	Hickory.....
Horton Telephone Company.....	North Wilkesboro.....
International Telephone Company.....	Leaksville.....
Interstate Telephone Company.....	Durham.....
Lexington Telephone Company.....	Lexington.....
North State Telephone Company.....	High Point.....
Randolph Telephone Company.....	Ashebin.....
Southern Appalachian Telephone Company.....	Alliance, Ohio.....
Southern Bell Telephone and Telegraph Company.....	Atlanta, Ga.....
Thomasville Telephone Company.....	Thomasville.....
Western Carolina Telephone Company.....	Highland .....
Total.....	.....

\*Estimated.



## Companies

## COMPANIES

Value of Plant and Equipment		Operating Revenue		Operating Expenses	
1928	1929	1928	1929	1928	1929
\$ 47,620.34	\$ 63,257.29	\$ 30,187.62	\$ 32,740.30	\$ 21,478.33	\$ 22,565.29
3,839,422.52	4,143,178.91	1,322,355.74	1,365,193.40	935,882.60	991,748.45
147,758.81	166,165.19	50,455.96	82,585.36	49,246.28	66,938.18
87,610.77	73,215.42	28,985.16	29,958.68	17,318.35	15,511.41
*75,000.00	-----	26,242.87	4,969.17	26,825.64	6,794.62
100,000.00	100,000.00	61,971.00	83,986.00	58,864.00	73,195.00
75,294.96	49,280.00	52,932.54	51,137.34	53,067.04	58,366.67
240,490.24	247,517.79	85,562.22	88,974.93	68,379.57	72,312.01
184,503.55	191,347.79	70,697.87	78,601.95	70,497.87	78,260.77
106,664.40	76,992.66	25,782.55	27,580.19	26,619.55	27,385.61
399,078.07	395,096.85	219,595.07	200,695.10	144,095.58	151,595.62
104,544.18	113,911.79	33,473.51	35,721.93	25,653.32	27,347.33
48,963.62	52,085.26	24,043.87	25,027.85	25,905.80	24,707.60
38,827.73	434,845.65	9,990.61	22,804.19	7,642.84	19,706.21
15,785,987.55	18,580,482.44	5,191,774.76	5,574,519.46	4,142,258.37	4,691,528.31
72,259.54	77,843.49	25,060.08	26,452.05	21,034.02	22,122.49
70,284.77	76,447.09	25,896.64	28,242.60	24,671.92	27,276.33
516,313.66	588,677.11	157,936.70	173,735.38	102,610.19	112,195.67
\$ 21,940,624.71	\$25,430,335.73	\$7,442,944.77	\$7,932,925.88	\$5,822,051.27	\$6,489,557.57

## Telephone

## MAJOR

Name of Company	Location of Exchange
MAJOR COMPANIES:	
Albemarle Telephone Company -----	Albemarle P. O. ....
	Albemarle -----
	Badin -----
	New London -----
Carolina Telephone and Telegraph Company -----	Tarboro, P. O. ....
	Ahoskie -----
	Aulander -----
	Ayden -----
	Aurora (1928) -----
	Belhaven (1928) -----
	Beufort -----
	Bladenboro (1928) -----
	Benson -----
	Rayboro (1928) -----
	Conway (1929) -----
	Clinton -----
	Clayton (1928) -----
	Columbia -----
	Dunn -----
	Elm City -----
	Enfield -----
	Elizabethtown -----
	Farmville -----
	Fayetteville -----
	Franklinton -----
	Fountain (1929) -----
	Greenville -----
	Henderson -----
	Jackson -----
	Kenly -----
	Kinston -----
	LaGrange -----
	Lillington -----
	Littleton -----
	Louisburg -----
	Macon -----
	Maxton -----
	Morehead City -----
	Murfreesboro -----
	Nashville -----
	New Bern -----
	Norlina -----
	Oxford -----
	Oriental (1928) -----
	Pinetops -----
	Plymouth -----
	Pollockville (1928) -----
	Raeford -----
	Red Springs -----
	Roanoke Rapids -----
	Roxabel -----
	Rocky Mount -----
	Rich Square -----



## Companies

## COMPANIES

Number of Phones, 1928		Number of Phones, 1929		Miles Wire	
Business	Residence	Business	Residence	1928	1929
240	445	312	510	202	186
-----	-----	-----	-----	-----	-----
10,592	17,739	10,171	17,603	45,613	46,513
143	99	145	110	-----	-----
26	25	28	20	-----	-----
84	139	66	119	-----	-----
14	58	16	30	-----	-----
51	75	58	88	-----	-----
98	125	91	132	-----	-----
14	21	19	28	-----	-----
62	86	59	101	-----	-----
63	132	48	95	-----	-----
-----	-----	16	82	-----	-----
129	238	166	251	-----	-----
73	134	70	152	-----	-----
-----	-----	19	53	-----	-----
162	313	235	467	-----	-----
35	99	32	95	-----	-----
103	232	101	222	-----	-----
29	76	32	74	-----	-----
99	187	95	177	-----	-----
1,459	2,042	972	1,327	-----	-----
47	98	52	122	-----	-----
-----	-----	18	23	-----	-----
604	897	564	868	-----	-----
491	861	437	827	-----	-----
31	18	43	35	-----	-----
31	48	31	46	-----	-----
775	1,141	688	1,197	-----	-----
24	106	27	95	-----	-----
40	45	42	41	-----	-----
62	132	57	120	-----	-----
130	242	134	248	-----	-----
11	51	9	15	-----	-----
61	150	115	166	-----	-----
267	202	277	242	-----	-----
38	65	36	68	-----	-----
53	135	73	104	-----	-----
738	1,150	310	1,151	-----	-----
21	64	22	50	-----	-----
266	474	256	510	-----	-----
18	17	24	38	-----	-----
42	24	27	40	-----	-----
67	78	71	78	-----	-----
37	20	34	18	-----	-----
39	200	93	112	-----	-----
47	94	56	172	-----	-----
231	329	241	353	-----	-----
-----	-----	17	42	-----	-----
903	2,141	869	2,070	-----	-----
-----	-----	43	97	-----	-----

## MAJOR TELEPHONE

Name of Company	Location of Exchange
Carolina Telephone and Telegraph Co.— <i>Continued</i>	Roper..... Scotland Neck..... Seaboard (1929)..... Smithfield..... Snow Hill..... Spring Hope..... St. Pauls (1928)..... Tarboro..... Wake Forest..... Warrenton..... Washington..... Weldon..... Whitakers..... Williamston..... Wilson..... Windsor..... Winton..... Woodland..... Youngsville.....
Central Carolina Telephone Company.....	Siler City P. O..... Angier..... Ansonville..... Bonlee..... Carthage..... Gibsonville..... Goldston..... Kernersville..... Lilesville..... Marshville..... Marston..... Norwood..... Peachland..... Pinehurst..... Pittsboro..... Polkton..... Siler City..... Southern Pines..... Summerfield..... Varina..... Wingate..... Non-Owned.....
Chapel Hill Telephone Company.....	Chapel Hill.....
City Telephone Company.....	Southern Pines.....
Concord Telephone Company.....	Concord P. O..... Concord..... Mt. Pleasant..... Kannapolis..... China Grove.....
Heins Telephone Company.....	Sanford.....
Hickory Telephone Company.....	Hickory.....



## COMPANIES—Continued

Number of Phones, 1928		Number of Phones, 1929		Miles Wire	
Business	Residence	Business	Residence	1928	1929
		8	25		
108	226	105	221		
		19	16		
146	351	180	325		
44	67	43	51		
44	107	41	93		
41	62	41	82		
338	564	280	540		
64	140	59	140		
73	201	129	194		
528	897	479	994		
218	257	218	260		
35	63	34	71		
115	161	105	176		
1,031	1,656	986	1,556		
70	81	65	78		
13	15	10	16		
		20	159		
6	28	15	24		
471	1,426			454	4,339
		6	12		
		20	59		
		12	9		
		60	132		
		100	120		
		10	19		
		45	51		
		13	31		
		80	115		
		12	24		
		45	94		
		10	29		
		62	255		
		35	49		
		10	20		
		86	131		
		60	267		
		40	70		
		45	50		
		25	46		
			1,364		
167	400	162	443	6	6
110	258				
531	1,665	531	1,665	4,637	4,637
253	655	235	645	22	22
337	1,060	465	1,178	852	852

Name of Company	Location of Exchange
Horton Telephone Company-----	North Wilkesboro----- North Wilkesboro----- West Jefferson----- Elkin----- Yadkinville----- Mt. Airy----- Rural Hall (1929)----- Pilot Mountain----- Sparta (1929)----- Boonesville-----
International Telephone Company-----	Leakesville-----
Interstate Telephone-----	Durham-----
Lexington Telephone Company-----	Lexington-----
North State Telephone Company-----	High Point-----
Randolph Telephone Company-----	Asheboro----- Asheboro----- Ramseur-----
Southern Appalachian Telephone Company-----	Alliance, Ohio----- Bakersville----- Burnsville----- Candler----- Hazel Craggy----- Leicester----- Hot Springs----- Old Fort----- Saluda----- Wadesboro----- Morven----- Jacksonville----- Richlands----- Swanboro----- Roseboro----- Salemburg----- Beulaville-----
Southern Bell Telephone and Telegraph Company-----	Atlanta Ga.----- North Carolina Exchanges----- Apex----- Asheville----- Arden----- Belmont----- Bessemer City----- Blowing Rock (1929)----- Black Mountain----- Boone (1929)----- Burlington----- Canton----- Caroleen----- Cary-----



## COMPANIES—Continued

Number of Phones, 1928		Number of Phones, 1929		Miles Wire	
Business	Residence	Business	Residence	1928	1929
				234	2,100
189	459	211	428		
26	36	33	37		
81	252	82	267		
16	27	14	24		
240	483	218	478		
		21	112		
20	22	20	27		
		17	29		
16	19	13	19		
198	562	212	545		
1,057	2,908	1,100	2,818	92	97
296	670	304	731	1,595	1,590
1,092	1,342	3,387	3,370	11,109	13,370
				175	185
122	278	156	340		
21	61	26	50		
				460	1,616
13	46	16	50		
43	90	38	96		
		10	127		
		5	37		
		10	101		
		13	11		
		22	12		
		14	19		
		155	281		
		16	31		
		38	200		
		16	42		
		7	36		
		24	15		
			42		
		2	32		
37,829	52,487	39,678	53,819	16,771	17,004
47	81	40	75		
5,524	7,360	5,628	7,128		
34	39	41	53		
116	161	125	158		
57	57	58	59		
22	24	22	14		
128	136	126	139		
61	56	62	71		
828	1,412	883	1,536		
203	314	266	360		
44	67	47	63		
26	44	21	46		

Name of Company	Location of Exchange
Southern Bell Telephone and Telegraph Co.— <i>Continued</i>	Charlotte..... Cherryville..... Cleveland..... Davidson..... Fairmont..... Forest City..... Gastonia..... Gibson..... Goldsboro..... Greensboro..... Grover..... Hamlet..... Hendersonville..... Kings Mountain..... Laurinsburg..... Lenoir (1929)..... Lincolnton..... Lumberton..... Maiden..... Morganton..... Mount Holly..... Mount Olive..... Murphy..... Newland..... Newton..... Raleigh..... Reidsville..... Rockingham..... Rowland..... Rutherfordton..... Salisbury..... Selma..... Shelby..... Southfort..... Spruce Pine..... Statesville..... Stony Point..... Taylorsville..... Troutman..... Waco..... Waynesville..... Wendell..... Wilmington..... Winston-Salem..... Wrightsville..... Zebulon.....
Thomasville Telephone Company.....	Thomasville.....
Western Carolina Telephone Company.....	Highlands..... Highlands..... Franklin..... Sylva..... Bryson City.....
Total.....	.....



## COMPANIES—Continued

Number of Phones, 1928		Number of Phones, 1929		Miles Wire	
Business	Residence	Business	Residence	1928	1929
7,318	9,257	7,619	9,644	-----	-----
109	263	117	270	-----	-----
24	132	24	128	-----	-----
77	263	94	260	-----	-----
45	87	74	87	-----	-----
144	228	158	231	-----	-----
1,161	1,467	1,169	1,518	-----	-----
24	77	25	70	-----	-----
867	1,192	888	1,221	-----	-----
4,409	5,286	4,527	5,445	-----	-----
21	39	21	37	-----	-----
258	567	262	561	-----	-----
468	977	626	1,085	-----	-----
139	221	144	235	-----	-----
151	322	159	293	-----	-----
329	535	400	567	-----	-----
213	596	223	639	-----	-----
356	418	370	443	-----	-----
50	137	53	138	-----	-----
326	443	382	477	-----	-----
113	198	118	180	-----	-----
96	164	105	179	-----	-----
97	129	95	131	-----	-----
42	15	42	14	-----	-----
181	446	199	436	-----	-----
3,949	4,466	4,083	4,712	-----	-----
385	559	429	594	-----	-----
380	430	373	417	-----	-----
33	60	34	61	-----	-----
241	337	237	345	-----	-----
1,237	2,469	1,281	2,445	-----	-----
108	171	99	168	-----	-----
446	671	503	704	-----	-----
42	42	46	45	-----	-----
95	63	103	72	-----	-----
722	1,177	729	1,176	-----	-----
25	44	22	44	-----	-----
54	78	51	84	-----	-----
21	47	20	47	-----	-----
5	31	5	28	-----	-----
259	376	266	368	-----	-----
42	74	45	75	-----	-----
1,949	3,005	2,048	3,130	-----	-----
3,625	5,011	3,993	5,254	-----	-----
37	91	42	108	-----	-----
66	84	62	81	-----	-----
211	432	206	448	856	872
283	376	-----	-----	243	-----
-----	-----	16	20	-----	18
-----	-----	116	112	-----	47
-----	-----	112	122	-----	63
-----	-----	82	76	-----	57
54,454	84,198	59,062	89,995	83,230	93,574

## RECAPITULATION TOLL LINES, MAJOR COMPANIES

Operated in North Carolina

	1928	1929
Carolina Telephone and Telegraph Company.....	13,154	15,446
Central Carolina Telephone Company.....	348	1,572
North State Telephone Company.....	247	247
Southern Appalachian Telephone Company.....	-----	1,052
Southern Bell Telephone and Telegraph Company.....	33,505	36,410
Total.....	47,331	54,727





## Telephone

MINOR

Name of Company	Location of Exchange
Andrews Telephone Co.....	Andrews.....
<sup>1</sup> Aurora Telephone Co.....	Aurora.....
Beaverdam Telephone Co.....	Lincolnton P. O.....
Bethlehem Telephone Co.....	Belew's Creek R.F.D. 1, P. O....
<sup>2</sup> Beulaville Telephone Exchange.....	Beulaville.....
Boiling Springs Telephone Co.....	Boiling Springs.....
Brown Summit Telephone Co.....	Brown Summit.....
Cane Creek Telephone Co.....	Fairview.....
Cane Creek Telephone Co.....	Saxapahaw.....
<sup>3</sup> Coastal Telephone and Telegraph Co.....	Belhaven.....
<sup>4</sup> Candler Mutual Telephone Co.....	Candler.....
<sup>5</sup> Cahoon Telephone Co.....	Columbia.....
Catawba Telephone Co.....	Catawba.....
Chowan Telephone Co.....	Tyner.....
Citizens Telephone Co.....	Brevard.....
Clay County Telephone Co.....	Hayesville.....
Cliffside Telephone Co.....	Cliffside.....
	Avondale.....
Cooleemee Telephone Co.....	Cooleemee.....
<sup>6</sup> aCo-operative Telephone Co.....	Carthage.....
Cullowhee Telephone Co.....	Cullowhee.....
<sup>6</sup> Davidson Telephone Co.....	Welcome.....
<sup>7</sup> Deep River Telephone Co.....	High Point, R. F. D., P. O....
Denton Telephone Co.....	Denton.....
Donahaw and East Bend Telephone Co.....	East Bend.....
Duplin Telephone Co.....	Warsaw.....
Eagle Springs and McLeans Creek Telephone Co.,	Eagle Springs.....
East Bend Telephone Co.....	East Bend.....
Eastern Telephone Co.....	Robersonville.....
Ellenboro Telephone Co.....	Ellenboro.....
Ellerbe Telephone Co.....	Ellerbe.....
Ether Rural Telephone Co.....	Allreds.....
<sup>8</sup> aFairview Telephone Co.....	East Bend.....
Fairmont-Silver Hill Telephone Co.....	Lexington P. O.....
Falling Creek Telephone Co.....	Goldsboro, R.F.D. 4, P. O....
Farmers Rural Telephone Co.....	Maxton.....
<sup>9</sup> Forest City-Rutherfordton Rural Telephone Co.....	Union Mills.....
Forsyth-Davidson Telephone Co.....	Winston-Salem, R.F.D. 4, P. O....
Fremont Telephone Co.....	Fremont.....
	Pikeville.....
	Princeton.....
	Stantonsburg.....
	Hendersonville P. O.....
Fruitland Telephone Co.....	Farmer.....
Farmers Telephone Co.....	Granite Falls.....
Granite Telephone Co.....	Gibsonville.....
<sup>10</sup> Gibsonville Telephone Co.....	Guilford College.....
Guiford Telephone Co.....	Creedmoor.....
Granville Telephone Co.....	Hamilton.....
Hamilton Telephone Co.....	Harmony.....
Harmony Telephone Co.....	Highlands.....
<sup>11</sup> Highlands Telephone Co.....	Huntersville.....
Huntersville Telephone Co.....	Salisbury.....
Independent Telephone Co.....	



## Companies

## COMPANIES

Value of Plant and Equipment		Operating Revenue		Operating Expenses	
1928	1929	1928	1929	1928	1929
\$ 2,500.00	\$ 2,500.00	\$ 2,820.27	\$ 3,240.31	\$ 2,706.77	\$ 2,880.00
		2,285.91		2,200.00	
400.00	400.00				
280.00	280.00	60.00	79.70	60.00	79.70
2,500.00		1,084.00		1,334.00	
700.00	1,000.00	437.00	60.30	480.00	480.00
174.00	174.00	80.00		80.00	
1,500.00	1,500.00	600.00	600.00	600.00	600.00
4,052.00	2,000.00	600.00	605.50	600.00	605.50
4,700.00		3,458.35		4,153.49	
15,000.00		2,444.67		2,445.54	
2,500.00	3,500.00	1,700.00	2,000.00	1,500.00	1,200.00
750.00	750.00	800.00	765.00	800.00	917.62
54,185.62	51,800.25	17,255.18	16,563.49	15,541.04	18,967.77
400.00	450.00	1,202.50	1,178.80	1,202.50	1,178.80
7,120.69	11,254.28	4,400.40	6,118.75	3,781.87	5,488.35
3,500.00	3,500.00	6,404.54	6,218.77	5,374.24	5,428.84
5,000.00		6,897.28		3,515.00	
1,770.00	1,770.00	1,422.51	1,083.91	1,422.51	1,086.47
25.00		50.00		50.00	
300.00	300.00			275.00	
1,800.00	1,800.00	1,725.19	2,072.36	1,679.66	1,945.55
100.00	50.00				
5,000.00	4,000.00	3,000.00	2,724.00	1,800.00	1,464.00
500.00	500.00				
100.00	100.00				
11,807.00	11,807.00	9,597.61	9,437.71	9,097.61	9,130.00
3,000.00	3,000.00	1,100.00	1,000.00	1,100.00	1,000.00
3,000.00	3,000.00	1,984.00	1,600.00	2,040.00	720.00
3,000.00	1,200.00		91.50		654.50
1,000.00		100.00		100.00	
200.00	200.00				
1,875.00	1,875.00	539.09	525.65	489.29	550.07
250.00	250.00				
1,500.00	1,150.00	453.18	600.00	450.00	600.00
12,000.00	20,000.00	1,500.00	16,256.45		14,256.45
400.00	400.00	50.00	75.00	50.00	75.00
600.00	600.00	600.00	484.00	550.00	450.00
12,842.30	13,069.78	3,395.89	4,491.45	2,117.80	3,804.11
4,300.00	3,300.00	2,795.00	1,900.00	3,000.00	1,900.00
26,430.70	17,038.28	3,048.64	4,639.33	3,248.64	4,623.33
5,000.00	5,000.00	3,095.72	2,759.40	2,400.00	1,981.00
500.00	500.00	767.81	915.75	485.00	1,398.59
		1,407.50		1,407.50	
4,000.00	1,500.00	2,018.00	1,200.00	1,344.00	1,560.00
200.00	200.00	7.44	7.44	7.44	7.44

Name of Company	Location of Exchange
Indian Trail Telephone Co.....	Indian Trail .....
<sup>12</sup> Johnson Telephone Co.....	St. Pauls .....
<sup>13</sup> Kernersville Telephone Co.....	Kernersville .....
Knott's Island Telephone Co.....	Knott's Island .....
Home Telephone Exchange.....	Vanceboro .....
Lattimore Telephone Co.....	Lattimore .....
Lee Telephone Co.....	Thomasville P. O. ....
<sup>14</sup> Leicester Telephone Co.....	Leicester .....
Liberty Telephone Co.....	Liberty .....
<sup>15</sup> Lilesville Telephone Co.....	Lilesville .....
Linwood, Telephone Co.....	Linwood .....
<sup>16</sup> Lucama Telephone Co.....	Lucama .....
Lee Telephone Co.....	Rocky Mountain, Va., P.O. ....
	Madison .....
	Mayodan .....
	Walnut Cove .....
	Stoneville .....
	Walkertown (1929) .....
Madison Telephone Co.....	Weaverville .....
Marion Telephone Co.....	Marion .....
<sup>17</sup> Marshville Telephone Co.....	Marshville .....
Matthews Telephone Co.....	Matthews .....
Mebane Home Telephone Co.....	Mebane .....
Mebane-Ridgeville Telephone Co.....	Prospect Hill P. O. ....
Merchants Telephone Co.....	Middlesex .....
Midway Telephone Co.....	Winston-Salem, R.F.D. 4 P. O. ....
<sup>18</sup> Mitchell County Telephone Co.....	Burnsville .....
Mocksville Telephone Co.....	Mocksville .....
Mooresville Telephone Co.....	Mooresville .....
Morris Telephone Co.....	Roxboro .....
	Hillsboro .....
<sup>19</sup> Morven Telephone Co.....	Morven .....
Montreat Telephone Co.....	Montreat .....
Newell Telephone Co.....	Newell .....
Newport-Western Carteret Telephone Co.....	Newport .....
North Buncombe Telephone Co.....	Weaverville .....
<sup>20</sup> Norwood Electric Co.....	Norwood .....
<sup>21</sup> Onslow Telephone Co.....	Jacksonville .....
Orino Telephone Co.....	High Point, R.F.D. 4, P. O. ....
Otter Creek Telephone Co.....	Union Mills, R.F.D. 1 .....
<sup>22</sup> Pamlico Telephone Co.....	Bayboro .....
Pfafftown Telephone Co.....	Pfafftown .....
Paw Creek Telephone Co.....	Paw Creek .....
Pender Telephone Co.....	Burgaw .....
Pine Bluff Telephone Co.....	Pine Bluff .....
<sup>23</sup> Pinehurst Telephone Co.....	Pinehurst .....
<sup>24</sup> Piney Woods Telephone Co.....	Albermarle, P. O. ....
Pittsylvania-Caswell Telephone Co.....	Danville, Va., P. O. ....
<sup>25</sup> Polk County Telephone Co.....	Tryon .....
<sup>26</sup> Prospect Telephone Co.....	High Point, P. O. ....
Providence Telephone Co.....	Danville, Va., R.F.D. 5 .....
<sup>27</sup> Randleman Telephone Co.....	Randleman .....
Reeds Telephone Co.....	Lexington, R.F.D. 3, P. O. ....
Rich Fork Telephone Co.....	High Point, R.F.D. 4, P. O. ....



# TELEPHONE AND TELEGRAPH COMPANIES

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## COMPANIES—Continued

Value of Plant and Equipment		Operating Revenue		Operating Expenses	
1928	1929	1928	1929	1928	1929
\$ 150.00	\$ 300.00	\$ 250.00	\$ 214.79	\$ 170.00	\$ 200.35
900.00	800.00	75.00	592.95	.75	586.25
500.00	500.00	600.00	647.60	500.00	560.00
2,500.00	1,643.00	1,848.88	1,762.50	1,737.07	1,665.54
400.00	200.00	96.00	108.00	96.00	90.00
2,000.00		1,500.00		1,500.00	
8,446.57	6,170.16	6,974.84	7,314.67	4,810.71	4,760.63
350.00	350.00	49.05	53.85	49.05	53.85
4,900.00		150.00			
35,000.00	39,693.71	11,204.32	17,965.65	11,204.32	15,755.55
4,365.36	4,350.00	5,105.57	4,257.72	5,123.39	4,846.74
20,264.20	17,385.52	16,795.00	17,578.12	15,707.89	16,839.43
5,000.00		2,000.00		1,560.00	
800.00	1,200.00	500.00	976.86	1,085.21	1,903.67
1,400.00	1,480.00	7,557.90	7,469.50	7,786.07	7,492.87
500.00	500.00	600.00	495.00	800.00	495.00
5,000.00	3,000.00	3,000.00	4,000.00	2,400.00	3,200.00
400.00	400.00	500.00	500.00	475.00	475.00
14,051.19	9,161.71	5,517.82	5,715.02	5,911.17	5,687.09
25,770.95	26,191.40	12,673.44	15,102.19	10,981.58	13,025.35
25,323.79	35,040.06	12,163.61	12,712.21	11,836.95	13,136.12
8,820.11	8,942.48	4,042.73	4,723.92	4,853.59	5,062.30
4,000.00		3,000.00		3,000.00	
3,841.45	3,850.71	1,742.25	1,808.29	1,541.31	1,954.13
100.00	40.00	957.15	1,169.21	1,003.61	1,245.12
2,000.00	2,000.00	1,000.00	1,420.25	900.00	1,485.15
393.49	313.22	1,099.44	1,286.39	1,420.70	1,305.93
39,453.40		12,574.75		12,288.58	
450.00	450.00	180.00	180.00	180.00	180.00
1,000.00	400.00	291.48	254.25	286.36	247.54
1,000.00	1,000.00	1,160.57	1,484.00	1,272.01	1,740.45
400.00	350.00	969.36	685.00	969.36	661.00
6,000.00	5,000.00	1,560.00	1,600.00	1,020.90	900.00
3,000.00	3,000.00	2,830.55	2,251.37	775.00	400.00
450.00		450.00		340.50	
1,390.00	1,300.00	552.00	336.00	304.10	340.68
3,600.00	48,115.32	13,083.72	12,928.23	16,592.27	15,842.95
200.00	200.00				
450.00	450.00	209.75	250.00	206.83	250.00
300.00	500.00	620.00	512.50	620.00	512.50
1,300.00	1,200.00				

Name of Company	Location of Exchange
<sup>28</sup> Roanoke and Chowan Telephone Co.....	Woodland.....
	Conway.....
	Rich Square.....
	Roxebel.....
Rock Hill Telephone Co.....	Walnut Cove.....
Rock Ridge Telephone Co.....	Wilson, R.F.D. 2.....
<sup>29</sup> Rockwell Mutual Telephone Co.....	Rockwell.....
Rocky Creek Telephone Co.....	Dunlap, R.F.D. 1.....
<sup>30</sup> Roseboro Telephone Co.....	Roseboro.....
Rose Hill Telephone Co.....	Rose Hill.....
<sup>30-a</sup> Rural Telephone Co.....	Rural Hill.....
<sup>31</sup> Salemburg Telephone Co.....	Salemburg.....
<sup>32</sup> Saluda Telephone Co.....	Saluda.....
Seattle Telephone Co.....	Altamahaw.....
Seagrove Telephone Co.....	Seagrove.....
<sup>32</sup> Sedgefield Telephone Co.....	Greensboro, R.F.D. 3.....
<sup>34</sup> Sedge Garden Telephone Co.....	Kernersville.....
Sharon Telephone Co.....	Shelby, R.F.D. 3.....
<sup>35</sup> Shoals Telephone Co.....	Shoals.....
Southeast Guilford Telephone Co.....	Climax.....
South Yadkin Telephone Co.....	Hiddenite.....
<sup>36</sup> Spring Creek Telephone Co.....	Hot Springs.....
Steel Creek Telephone Co.....	Charlotte, R.F.D. 3, P. O.....
<sup>37</sup> Summerfield Telephone Co.....	Summerfield.....
Troy Telephone and Telegraph Co.....	Troy.....
	Candor.....
	Eagle Springs.....
	Mount Gilead.....
	West End.....
Tulin Telephone Co.....	Concord, R.F.D. 2, P. O.....
<sup>31</sup> Vanceboro Telephone Co.....	Vanceboro.....
<sup>39</sup> Wadesboro Telephone Co.....	Wadesboro.....
Wagram Telephone Co.....	Wagram.....
Wallace Telephone Co.....	Wallace.....
Ward Line.....	Battleboro, P. O.....
Watauga Telephone Co.....	Boone.....
Waxhaw Telephone Co.....	Waxhaw.....
Weaverville Telephone Co.....	Weaverville.....
Whiteville Telephone and Telegraph Co.....	Whiteville.....
	Chadbourn.....
	Mount Tabor.....
<sup>40</sup> Wingate Telephone Co.....	Wingate.....
Yanceyville Telephone Co.....	Yanceyville.....
Yeopim Telephone Co.....	Edenton, P. O.....
Total.....	



## COMPANIES—Continued

Value of Plant and Equipment		Operating Revenue		Operating Expenses	
1928	1929	1928	1929	1928	1929
\$ 9,295.00		\$ 12,403.23		\$ 8,370.11	
250.00	\$ 250.00	60.00	\$ 57.00	60.00	\$ 57.00
1,400.00	1,400.00	1,369.50	1,280.00	1,369.50	1,280.00
500.00		859.53		545.18	
450.00	450.00	430.00	400.00	430.00	400.00
3,000.00	3,000.00	800.00	900.00	740.00	750.00
3,584.58		4,326.43		3,656.57	
1,500.00		1,200.00		1,100.00	
1,000.00		2,676.89		2,670.89	
400.00	400.00	600.00	600.00	700.00	700.00
1,500.00	1,500.00	187.50	104.00	212.50	300.00
300.00	450.00	340.00	324.00	325.00	312.60
3,000.00	3,000.00	1,500.00	1,500.00	1,450.00	1,400.00
600.00	600.00	420.00	458.00	527.00	458.00
500.00	500.00	1,060.00	1,222.00	952.00	1,038.00
5,800.00		3,138.78		2,837.66	
50,730.86	36,585.90	22,060.63	21,606.14	22,122.49	20,962.28
500.00	100.00	400.00	320.00	400.00	300.00
500.00	500.00	700.00	647.60	650.00	560.00
27,002.45		16,738.11		11,487.08	
4,500.00	1,000.00	750.00	500.00	1,065.00	500.00
3,539.00	3,545.50	6,694.91	8,244.48	7,246.63	9,865.04
850.00	700.00	750.00	800.00	500.00	600.00
2,000.00	2,000.00	2,120.00	1,780.00	2,000.00	1,620.00
4,000.00	4,000.00	1,560.00	1,530.00	1,707.00	1,655.00
9,916.84	11,947.56	10,263.46	9,586.28	10,287.13	9,750.64
20,000.00	10,500.00	13,000.00	14,190.21	9,000.00	9,143.46
500.00	1,500.00	1,105.68	699.61	1,185.84	561.55
750.00	750.00	394.91	280.00	242.73	245.92
\$ 586,001.55	\$ 486,374.84	\$ 334,572.42	\$ 284,689.43	\$ 304,639.49	\$ 270,393.77

- <sup>1</sup>Sold to Carolina Telephone and Telegraph Co., October 1, 1928.
- <sup>2</sup>Sold to Southern Appalachian Telephone Co., January 1, 1929.
- <sup>3</sup>Sold to Carolina Telephone and Telegraph Co., 1928.
- <sup>4</sup>Sold to Southern Appalachian Telephone Co., January 1, 1929.
- <sup>5</sup>Sold to Carolina Telephone and Telegraph Co., 1929.
- <sup>5-a</sup>Sold to Central Carolina Telephone Co.
- <sup>6</sup>Not operated in 1929.
- <sup>7</sup>Served by North State Telephone Co.
- <sup>8</sup>Out of commission in 1928.
- <sup>8-a</sup>Discontinued, 1929.
- <sup>9</sup>Discontinued, 1928.
- <sup>10</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>11</sup>Sold to Western Carolina Telephone Co., August 1, 1928.
- <sup>12</sup>Sold to Carolina Telephone and Telegraph Co., 1928.
- <sup>13</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>14</sup>Sold to Southern Appalachian Telephone Co., January 1; 1929
- <sup>15</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>16</sup>Burned down, 1929.
- <sup>17</sup>Sold to Central Carolina Telephone Co., 1929.
- <sup>18</sup>Sold to Southern Appalachian Telephone Co., early in 1928.
- <sup>19</sup>Sold to Southern Appalachian Telephone Co.
- <sup>20</sup>Sold to Central Carolina Telephone Co.
- <sup>21</sup>Sold to Southern Appalachian Telephone Co.
- <sup>22</sup>Sold to Central Carolina Telephone Co., 1928.
- <sup>23</sup>Sold to Central Carolina Telephone Co., 1928.
- <sup>24</sup>Discontinued during summer 1929.
- <sup>25</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>26</sup>Served by North State Telephone Co.
- <sup>27</sup>Sold to North State Telephone Co., December 24, 1927.
- <sup>28</sup>Sold to Carolina Telephone and Telegraph Co., April 1, 1929.
- <sup>29</sup>Defunct, 1929.
- <sup>30</sup>Sold to Southern Appalachian Telephone Co.
- <sup>30-a</sup>Sold to Horton Telephone Co.
- <sup>31</sup>Sold to Southern Appalachian Telephone Co.
- <sup>32</sup>Sold to Southern Appalachian Telephone Co., February 1, 1929.
- <sup>33</sup>Discontinued.
- <sup>34</sup>Bankrupt, sold.
- <sup>35</sup>Discontinued.
- <sup>36</sup>Sold to Southern Appalachian Telephone Co., November, 1928.
- <sup>37</sup>Sold to Central Carolina Telephone Co., early in 1929.
- <sup>38</sup>Now Home Telephone Exchange.
- <sup>39</sup>Sold to Southern Appalachian Telephone Co.
- <sup>40</sup>Sold to Central Carolina Telephone Co., November 1, 1927.





# Telephone

## MINOR

Name of Company	Location of Exchange
Andrews Telephone Co.....	Andrews.....
<sup>1</sup> Aurora Telephone Co.....	Aurora.....
Beaverdam Telephone Co.....	Lincolnton P. O.....
Bethlehem Telephone Co.....	Belew's Creek R.F.D. 1, P. O.....
<sup>2</sup> Beulaville Telephone Exchange.....	Beulaville.....
Boiling Springs Telephone Co.....	Boiling Springs.....
Brown Summit Telephone Co.....	Brown Summit.....
Cane Creek Telephone Co.....	Fairview.....
Cane Creek Telephone Co.....	Saxapahaw.....
<sup>3</sup> Coastal Telephone and Telegraph Co.....	Belhaven.....
<sup>4</sup> Candler Mutual Telephone Co.....	Candler.....
<sup>5</sup> Cahoon Telephone Co.....	Columbia.....
Catawba Telephone Co.....	Catawba.....
Chowan Telephone Co.....	Tyner.....
Citizens Telephone Co.....	Brevard.....
Clay County Telephone Co.....	Hayesville.....
Cliffside Telephone Co.....	Cliffside.....
	Avondale.....
Cooleemee Telephone Co.....	Cooleemee.....
<sup>6</sup> aCo-operative Telephone Co.....	Carthage.....
Cullowhee Telephone Co.....	Cullowhee.....
<sup>6</sup> Davidson Telephone Co.....	Welcome.....
<sup>7</sup> Deep River Telephone Co.....	High Point, R. F. D., P. O.....
Denton Telephone Co.....	Denton.....
Donahaw and East Bend Telephone Co.....	East Bend.....
Duplin Telephone Co.....	Warsaw.....
Eagle Springs and McLeans Creek Telephone Co.....	Eagle Springs.....
East Bend Telephone Co.....	East Bend.....
Eastern Telephone Co.....	Tobersonville.....
Ellenboro Telephone Co.....	Ellenboro.....
Ellerbe Telephone Co.....	Ellerbe.....
Ether Rural Telephone Co.....	Allreds.....
<sup>8</sup> aFairview Telephone Co.....	East Bend.....
Fairmont-Silver Hill Telephone Co.....	Lexington P. O.....
Falling Creek Telephone Co.....	Goldsboro, R.F.D. 4, P. O.....
Farmers Rural Telephone Co.....	Maxton.....
<sup>9</sup> Forest City-Rutherford and Rural Telephone Co.....	Union Mills.....
Forsyth-Davidson Telephone Co.....	Winston-Salem, R.F.D. 4, P. O.....
Fremont Telephone Co.....	Fremont.....
	Pikeville.....
	Princeton.....
	Stantonsburg.....
Fruitland Telephone Co.....	Hendersonville P. O.....
Farmers Telephone Co.....	Farmer.....
Granite Telephone Co.....	Granite Falls.....
<sup>10</sup> Gibsonville Telephone Co.....	Gibsonville.....
Guilford Telephone Co.....	Guilford College.....
Granville Telephone Co.....	Creedmoor.....
Hamilton Telephone Co.....	Hamilton.....
Harmony Telephone Co.....	Harmony.....



## Companies

## COMPANIES

Number of Phones				Miles of Wire	
1928		1929		1928	1929
Business	Residence	Business	Residence		
29	86	26	85	45	43
22	60			66	
3	13		12	4	4
	17		3	11	11
8	42			65	
4	54		16	10	8
	4		4	10	12
	25		25	20	20
	180		175	135	130
	167			103	
50	250			191	
18	74	18	76	40	40
	33	7	24	100	100
119	148	97	161	23	23
22	29	21	19	2½	2½
12	268	17	263	135	135
33	131	30	125	52	22
61	127			70	
5	18	6	15	12	12
	47			7	
	40		40	30	30
30	77	30	77	50	30
	18		8	10	4
50	90	41	52	200	200
	40		30	30	30
	30		8	15	15
83	357	84	331	425	425
21	213	17	224	11	11
21	85	18	77	250	250
9	126	5	84	35	60
	70			44	
	75		75	40	40
2	18	2	18	18	18
	3		3	8	9
	80		73	70	70
115	346	117	328	250	227
2	6		8	6	8
2	73	2	73	15	20
48	178	48	160	115	91
	163		164	60	150
29	91	30	95	174	174
23	82	16	83	131	109
11	44	12	30	25	35

Name of Company	Location of Exchange
<sup>11</sup> Highlands Telephone Co.....	Highlands.....
Huntersville Telephone Co.....	Huntersville.....
Independent Telephone Co.....	Salisbury.....
Indian Trail Telephone Co.....	Indian Trail.....
<sup>12</sup> Johnson Telephone Co.....	St. Pauls.....
<sup>13</sup> Kernersville Telephone Co.....	Kernersville.....
Knott's Island Telephone Co.....	Knott's Island.....
Home Telephone Exchange.....	Vanceboro.....
Lattimore Telephone Co.....	Lattimore.....
Lee Telephone Co.....	Thomasville P. O.....
<sup>14</sup> Leicester Telephone Co.....	Leicester.....
Liberty Telephone Co.....	Liberty.....
<sup>15</sup> Lilesville Telephone Co.....	Lilesville.....
Linwood, Telephone Co.....	Linwood.....
<sup>16</sup> Lucama Telephone Co.....	Lucama.....
Lee Telephone Co.....	Rocky Mountain, Va., P.O.....
	Madison.....
	Mayodan.....
	Walnut Cove.....
	Stoneville.....
	Walkertown (1929).....
Madison Telephone Co.....	Weaverville.....
Marion Telephone Co.....	Marion.....
<sup>17</sup> Marshville Telephone Co.....	Marshville.....
Matthews Telephone Co.....	Matthews.....
Mebane Home Telephone Co.....	Mebane.....
Mebane-Ridgeville Telephone Co.....	Prospect Hill P. O.....
Merchants Telephone Co.....	Middlesex.....
Midway Telephone Co.....	Winston-Salem, R.F.D. 4 P. O.....
<sup>18</sup> Mitchell County Telephone Co.....	Burnsville.....
Macksville Telephone Co.....	Macksville.....
Mooresville Telephone Co.....	Mooresville.....
Morris Telephone Co.....	Roxboro.....
	Hillsboro.....
<sup>19</sup> Morven Telephone Co.....	Morven.....
Montreat Telephone Co.....	Montreat.....
Newell Telephone Co.....	Newell.....
Newport-Western Carteret Telephone Co.....	Newport.....
North Buncombe Telephone Co.....	Weaverville.....
<sup>20</sup> Norwood Electric Co.....	Norwood.....
<sup>21</sup> Onslow Telephone Co.....	Jacksonville.....
Orino Telephone Co.....	High Point, R.F.D. 4, P. O.....
Otter Creek Telephone Co.....	Union Mills, R.F.D. 1.....
<sup>22</sup> Pamlico Telephone Co.....	Bayboro.....
Pfafftown Telephone Co.....	Pfafftown.....
Paw Creek Telephone Co.....	Paw Creek.....
Pender Telephone Co.....	Burgaw.....
Pine Bluff Telephone Co.....	Pine Bluff.....
<sup>23</sup> Pinehurst Telephone Co.....	Pinehurst.....
<sup>24</sup> Piney Woods Telephone Co.....	Albermarle, P. O.....
Pittsylvania-Caswell Telephone Co.....	Danville, Va., P. O.....
<sup>25</sup> Polk County Telephone Co.....	Tryon.....
<sup>26</sup> Prospect Telephone Co.....	High Point, P. O.....



## COMPANIES—Continued

Number of Phones				Miles of Wire	
1928		1929		1928	1929
Business	Residence	Business	Residence		
17	14			38	
21	85	18	105	132	51
13	2	13	2	6	6
1		1		2	2
7	14	5	12	30	30
5	15	20	15	15	6
10	195	3	252	25	25
	14		16	14	17
137	206	121	240	31	275
7	100			150	
41	117	46	130	86	86
	14		14	14	7
6	42			50	
41	60	62	52	27	21
136	277	146	390	225	225
40	140			200	
6	32	13	55	25	30
76	152	80	148	100	130
8	75	10	60	85	110
60	100	60	102	42	30
	136		136	70	70
54	96	53	104	14	14
103	345	117	622	237	237
125	238	133	154	26	26
51	103	55	112	7	7
25	78			150	
17	65	17	65	10	10
	49	2	50	30	8
15	103	12	86	77	77
3		4	1	8	10
120	278			409	
	30		30	26	26
2	28	3	37	47	45
	186		188	50	50
5	42	4	33	40	40
30	49	30	42	144	125
4	54	4	22	75	20
1	57			25	
4	16	4	8	18	6
96	253	92	265	115	115
	16		16	4	4

Name of Company	Location of Exchange
Providence Telephone Co.....	Danville Va., R.F.D. 5.....
<sup>27</sup> Randleman Telephone Co.....	Randleman.....
Reeds Telephone Co.....	Lexington, R.F.D. 3, P. O.....
Rich Fork Telephone Co.....	High Point, R.F.D. 4, P. O.....
<sup>28</sup> Roanoke and Chowan Telephone Co.....	Woodland.....
	Conway.....
	Rich Square.....
	Roxebel.....
Rock Hill Telephone Co.....	Walnut Cove.....
Rock Ridge Telephone Co.....	Wilson, R.F.D. 2.....
<sup>29</sup> Rockwell Mutual Telephone Co.....	Rockwell.....
Rocky Creek Telephone Co.....	Dunlap, R.F.D. 1.....
<sup>30</sup> Roseboro Telephone Co.....	Roseboro.....
Rose Hill Telephone Co.....	Rose Hill.....
<sup>30-a</sup> Rural Telephone Co.....	Rural Hill.....
<sup>31</sup> Salemburg Telephone Co.....	Salemburg.....
<sup>32</sup> Saluda Telephone Co.....	Saluda.....
Seattle Telephone Co.....	Altamahaw.....
Seagrove Telephone Co.....	Seagrove.....
<sup>33</sup> Sedgefield Telephone Co.....	Greensboro, R.F.D. 3.....
<sup>34</sup> Sedge Garden Telephone Co.....	Kernersville.....
Sharon Telephone Co.....	Shelby, R.F.D. 3.....
<sup>35</sup> Shoals Telephone Co.....	Shoals.....
Southeast Guilford Telephone Co.....	Climax.....
South Yadkin Telephone Co.....	Hiddenite.....
<sup>36</sup> Spring Creek Telephone Co.....	Hot Springs.....
Steel Creek Telephone Co.....	Charlotte, R.F.D. 3, P. O.....
<sup>37</sup> Summerfield Telephone Co.....	Summerfield.....
Troy Telephone and Telegraph Co.....	Troy.....
	Candor.....
	Eagle Springs.....
	Mount Gilead.....
	West End.....
	Concord, R.F.D. 2, P. O.....
Tulin Telephone Co.....	Wadesboro.....
<sup>38</sup> Vanceboro Telephone Co.....	Wagram.....
<sup>39</sup> Wadesboro Telephone Co.....	Wallace.....
Wagram Telephone Co.....	Battleboro, P. O.....
Wallace Telephone Co.....	Boone.....
Ward Line.....	Waxhaw.....
Watauga Telephone Co.....	Weaverville.....
Waxhaw Telephone Co.....	Whiteville.....
Weaverville Telephone Co.....	Chadbourn.....
Whiteville Telephone and Telegraph Co.....	Mount Tabor.....
	Wingate.....
<sup>40</sup> Wingate Telephone Co.....	Yanceyville.....
Yanceyville Telephone Co.....	Edenton, P. O.....
Yeopim Telephone Co.....	
Total.....	



## COMPANIES—Continued

Number of Phones				Miles of Wire	
1928		1929		1928	1929
Business	Residence	Business	Residence		
	13		13	9	9
	120		125	5	5
	39		39	20	20
75	520	75		205	
	24		22	15	12
	57	6	48	32	33
1	169			20	
	40		45	50	52
9	41	11	45	35	35
20	105			126	
12	59			75	
15	36			30	
	98		98	9	9
5	70		16	78	75
	31		27	25	25
	125		125	200	200
	84		74	72	72
	51		40	85	85
34	71			75	
139	454	174	349	380	380
	58		40	35	35
15	4	13	2		
165	331			85	
14	16	14	8	60	30
50	129	50	103	108	85
8	10	6	10	10	10
10	120	12	100	125	90
23	47	23	47	33	33
27	145	51	193	25	25
123	170	125	916	300	293
17	28	16	35	45	46
21	20	23	25	41	30
	34	19	30	20	20
	22		16	14	16
2,902	11,295	2,390	8,579	8,480	6,235

- <sup>1</sup>Sold to Carolina Telephone and Telegraph Co., October 1, 1928
- <sup>2</sup>Sold to Southern Appalachian Telephone Co., January 1, 1929.
- <sup>3</sup>Sold to Carolina Telephone and Telegraph Co., 1928.
- <sup>4</sup>Sold to Southern Appalachian Telephone Co., January 1, 1929.
- <sup>5</sup>Sold to Carolina Telephone and Telegraph Co., 1929.
- <sup>5-a</sup>Sold to Central Carolina Telephone Co.
- <sup>6</sup>Not operated in 1929.
- <sup>7</sup>Served by North State Telephone Co.
- <sup>8</sup>Out of commission in 1928.
- <sup>8-a</sup>Discontinued, 1929.
- <sup>9</sup>Discontinued, 1928.
- <sup>10</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>11</sup>Sold to Western Carolina Telephone Co., August 1, 1928.
- <sup>12</sup>Sold to Carolina Telephone and Telegraph Co., 1928.
- <sup>13</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>14</sup>Sold to Southern Appalachian Telephone Co., January 1, 1929
- <sup>15</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>16</sup>Burned down, 1929.
- <sup>17</sup>Sold to Central Carolina Telephone Co., 1929.
- <sup>18</sup>Sold to Southern Appalachian Telephone Co., early in 1928.
- <sup>19</sup>Sold to Southern Appalachian Telephone Co.
- <sup>20</sup>Sold to Central Carolina Telephone Co.
- <sup>21</sup>Sold to Southern Appalachian Telephone Co.
- <sup>22</sup>Sold to Central Carolina Telephone Co., 1928.
- <sup>23</sup>Sold to Central Carolina Telephone Co., 1928.
- <sup>24</sup>Discontinued during summer 1929.
- <sup>25</sup>Sold to Central Carolina Telephone Co., November 1, 1927.
- <sup>26</sup>Served by North State Telephone Co.
- <sup>27</sup>Sold to North State Telephone Co., December 24, 1927.
- <sup>28</sup>Sold to Carolina Telephone and Telegraph Co., April 1, 1929.
- <sup>29</sup>Defunct, 1929.
- <sup>30</sup>Sold to Southern Appalachian Telephone Co.
- <sup>30-a</sup>Sold to Horton Telephone Co.
- <sup>31</sup>Sold to Southern Appalachian Telephone Co.
- <sup>32</sup>Sold to Southern Appalachian Telephone Co., February 1, 1929.
- <sup>33</sup>Discontinued.
- <sup>34</sup>Bankrupt, sold.
- <sup>35</sup>Discontinued.
- <sup>36</sup>Sold to Southern Appalachian Telephone Co., November, 1928.
- <sup>37</sup>Sold to Central Carolina Telephone Co., early in 1929.
- <sup>38</sup>Now Home Telephone Exchange.
- <sup>39</sup>Sold to Southern Appalachian Telephone Co.
- <sup>40</sup>Sold to Central Carolina Telephone Co., November 1, 1927.



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